The Hongkong Telegraph.

(ESTABLISHED 1881.)

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Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS.....,, 15,120,000

Head Office:—YOKOHAMA

Branches and Agencies

TOKIO.	CHEFOO.
KOBE.	TIENTSIN.
OSAKA.	PEKIN.
NAGASAKI.	NEWCHWANG.
LONDON.	DALNY.
LYONS.	PORT ARTHUR.
NEW YORK.	ANTUNG.
SAN FRANCISCO.	LIOYANG.
HONOLULU.	MUKDEN.
BOMBAY.	TIE-LING.
SHANGHAI.	CHANG-CHUN.
HANKOW.	

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of ½ per cent. per Annum on the Daily Balance.
On fixed deposit:—
For 12 months .....5% p.a.
" 6 " .....4½ "
" 3 " .....3½ "

TAKEO TAKAMICHI,
Manager.

Hongkong, 23rd March, 1908. [23

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP .....GOLD $3,250,000
ABOUT MEX $7,222,222
RESERVE FUND .....GOLD $3,250,000
=ABOUT MEX $7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account—at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
" 6 " 4 " " " "
" 3 " 3 " " " "

No. 9, Queen's Road Central,
Hongkong.
W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [25

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL.....£1,200,000
RESERVE FUND.....£1,525,000
RESERVE LIABILITIES OF PROPRIETORS.....£1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " 3½ "
" " " 3 " 2½ "

JOHN. ARMSTRONG,
Manager.

Hongkong, 13th May, 1908. [29

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin	Calcutta	Hamburg	Hankow
Kobe	Peking	Singapore	Tientsin
Tsinanfu	Tsingtau	Yokohama	

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Berlin.
- Koenigliche Seehandlung (Preussische Staatsbank)
- Direction der Disconto-Gesellschaft
- Deutsche Bank
- S. Bleichroeder
- Berliner Handels-Gesellschaft
- Bank fuer Handel und Industrie
- Robert Warschauer & Co.
- Mendelssohn & Co.

Frankfurt a/M.
- M. A. von Rothschild & Soehne
- Jacob S. H. Stern
- Nordeutsche Bank in Hamburg, Hamburg.
- Sal. Oppenheim jr. & Co., Koeln.
- Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN,
Manager.

Hongkong, 4th December, 1907. [30

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$15,000,000
RESERVE FUNDS—
Sterling
£1,500,000 at 2/-=$15,000,000
Silver $13,500,000
=$28,500,000
RESERVE LIABILITY OF PROPRIETORS.$15,000,000

COURT OF DIRECTORS:
E. Shellim, Esq.—Chairman.
Hon. Mr. W. J. Gresson—Deputy Chairman.

E. G. Barrett, Esq.	C. R. Lenzmann, Esq.
O. G. R. Brodersen, Esq.	R. Shewan, Esq.
G. Friesland, Esq.	Hon. Mr. H. A. W. Slade.
O. S. Gubbay, Esq.	H. E. Tomkins, Esq
W. Helms, Esq.,	

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—W. ADAMS ORAM.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 31st July, 1908. [24

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [28

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,752,884.84 (about £479 407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Passeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Achcen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.
Fixed Deposits 12 months 4½% per annum.
Do. 6 do. 4% do.
Do. 3 do. 3½% do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 16th July 1908 [26

INTERNATIONAL SLEEPING CAR and EXPRESS TRAINS Co.

(THE GREAT TRANS-SIBERIAN ROUTE TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & Co.
Agents.

Hongkong, 21st July, 1907. [47

Hotel.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Manager.

Hongkong, 21st June, 1907. [1

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMER	TO SAIL ON	REMARKS
LONDON, &c., via usual Ports	DELTA ..... Capt. B. W. H. Snow.....	22nd Aug., Noon.	*See Special Advertisement.*
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NUBIA ..... Capt. F. J. Fox.....	About 12th August.	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	PALMA ..... Capt. G. W. Cockman, R.N.R.	About 14th August.	Freight only.
SHANGHAI.....	MALTA ..... Capt. R. A. Peters.....	About 20th August.	Freight and Passage.

For Further Particulars, apply to,

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 8th August, 1908. [7

Intimations.

LANE, CRAWFORD & CO.

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home.

Without doubt this is the Finest Blend of TEA at the Price, to be had in China.

LANE, CRAWFORD & CO.
ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED
FOOCHOW TEA.

Prices:—Including Freight, Duty and Delivery to any address in the United Kingdom.
Per 10 Catty Box, $17.50. Per 5 Catty Box, $10.00. [38

Ask for KUPPER'S PILSENER BEER

And see that you get it.

Telephone No. 75.

SOLE AGENTS:
CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Hongkong, 11th August, 1908. [40

THE SAVOY,

13, Queen's Road Central.

FIRST CLASS GOODS:

New Regal Shoes and Monarch Shirts.

Outfitters.

W. B. Corsets.

Ladies' Shoes.

Embroidered Linen and Swatow Drawn Work, &c.

Hongkong, 2nd July, 1908. [633

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence.
Evening engagements for Dances and Concerts.

Apply to—
E. J. LOPES,
C/o. Hongkong Telegraph Office.

Hongkong, 9th March, 1908. [903

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	
7.30 a.m. to	9.30 a.m. ...Every 10 minutes.
9.30 a.m. to	11.00 a.m. ...Every 15 minutes.
11.30 a.m. to	12.45 p.m. ...Every 15 minutes.
12.45 p.m. to	1.15 p.m. ...Every 10 minutes.
1.15 p.m. to	1.45 p.m. ...Every 15 minutes
1.45 p.m. to	2.15 p.m. ...Every 10 minutes.
2.15 p.m. to	3.00 p.m. ...Every 15 minutes.
3.30 p.m. to	5.00 p.m. ...Every 15 minutes.
5.00 p.m. to	8.00 p.m. ...Every 10 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to	9.00 a.m. ...Every 15 minutes.
9.00 a.m. to	9.30 a.m. ...Every 30 minutes.
9.30 a.m. to	10.30 a.m. ...Every 15 minutes.
10.30 a.m. to	11.00 a.m. ...Every 10 minutes.
11.45 a.m. to	12.00 noon...Every 15 minutes.
12.00 Noon to	1.00 p.m. ...Every 10 minutes.
1.00 p.m. to	5.00 p.m. ...Every 15 minutes.
5.00 p.m. to	6.00 p.m. ...Every 10 minutes.
6.00 p.m. to	7.00 p.m. ...Every 15 minutes.
7.00 p.m. to	8.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.
Extra cars at 5.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 4th June, 1907. [57

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River
Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.
REDUCED SALOON RATES AT WEEK-END.
Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. $5.00
Do. do. do. do. Monday do. $6.00

CANTON-MACAO LINE.

S.S. "HOI SANG."

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAY, 16th August.
S.S. "HEUNGSHAN"
will depart from the COMPANY'S WHARF, at 9 A.M. Departure from Macao at 5 P.M.
Popular Excursion Rates as usual.
Machado's String Band will play selections of Music during the trip.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel. [6

Hotels.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56

For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1900. [5

CONNAUGHT HOTEL,

HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.
Bath to Every Room.
Hot and Cold Water Throughout.
Hotel Launch Meets all Steamers.
Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—
THE MANAGER & AGENT

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.

Hongkong, 15th July, 1908. [679

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"SCHARNHORST" ..... Capt. L. Maass.....	THURSDAY, Noon, 13th August.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER" ..... Capt. G. Meiners	About WEDNESDAY, 12th August.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"..... Capt. D. Lenz	THURSDAY, 5 P.M., 13th August.

All our Steamers to and from Australia, will call at YAP.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 10th August, 1908. [8

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA...	AUSTRALIEN	Verron.....	17th Aug., P.M.
MARSEILLES, VIA PORTS	ARMAND BEHIC ...	Guiounet ...	18th Aug., 1 P.M.
SHANGHAI, KOBE, YOKOHAMA...	ERNEST SIMONS ...	Girard	31st Aug., P.M.
MARSEILLES, VIA PORTS	YARRA	Sellier.....	1st Sept., at 1 P.M.

Transhipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,
ACTING AGENT,
QUEEN'S BUILDINGS.

Hongkong, 4th August, 1908. [14

CHARGEURS REUNIS.

FRENCH STEAMSHIP CO.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALLICE, MARSEILLES, GENOA, NAPLES, COLOMBO, VIA SUEZ, SINGAPORE, HONGKONG, CHINWANTAO (Peking, Tientsin), KOBE, YOKOHAMA.

GENOA TO HONGKONG IN 30 DAYS.
NAPLES " 29 "

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Transpacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT to OVERLAND } via VANCOUVER.
PASSENGERS to OVERLAND and EUROPE }
YOKOHAMA—VANCOUVER.....13 DAYS.
" LONDON and PARIS ...20 "

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALLICE, LIVERPOOL, VIA MAGELLAN STRAITS.

Proposed Sailings:

‡ OUESSANT .....27th Aug.	‡ CEYLAN .....26th Nov.
* AMIRAL OLRY .....15th Oct.	‡ CORSE.....11th Jan., 1909.

‡ New Twin Screw 16,000 Tons displacement, 1st class accommodation, splendidly equipped with single berth cabins.
* Intermediate class and rates of passage.
All round the world ticket by these boats, &c.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 6th August, 1908. [460

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI"

SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.

These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS, IS VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 26th March, 1908. [17

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranted.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [39

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.	JAPAN	First half Aug.	JAVA	First half Aug.
TJIMAHI.....	JAVA	Second half Aug.	SHANGHAI	Second half Aug.
TJILATJAP..	JAPAN	Second half Aug.	JAVA	Second half Aug.
TJIKINI	JAPAN	First half Sept.	JAVA	First half Sept.
TJIPANAS ...	JAVA	First half Sept.	JAPAN	First half Sept.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
YORK BUILDINGS, 1st floor,
Hongkong, 7th August, 1908. [16

MESSAGERIES CANTONAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street.
Canton Agents:—Messrs. R. Pasquet & Co.
For further particulars, please apply to—

BARRETTO & CO.,
Agents.

Hongkong, 28th March, 1908. [22

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT No. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904. [60

Dr. E. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY
13, QUEEN'S ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 11th April, 1901 [6

FRENCH STORE.

6, QUEEN'S ROAD CENTRAL.

A FRESH supply of French and English preserves just to hand:—

TRUFFLED SAUSAGE,
BREAKFAST BACON,
CALF'S HEAD & HAM,
PEAS & HAM,
PORC, MUTTON & VEAL CUTLETS,
CHICKEN & HAM,
VEAL & GAME PATES,
MUTTON & CHICKEN CURRY,
ASSORTED SOUPS,
FRENCH JAM &
FRUITS IN SYRUP, &c.

Hongkong, 17th July, 1908. [31

HONGKONG'S ANNUAL TERROR.

THE TYPHOON SHELTER.

PENANG CRITICISMS

The typhoon is an annual terror at Hongkong. So soon as midsummer day passes, the inhabitants, both ashore and afloat, begin to think of what may soon be happening. Pleasure yachts are hauled up and put on the stocks till "the typhoon season" is considered safely over. Often this season passes without any very extraordinary blow coming, but that only adds to the anxiety. The typhoon, like the sword of Damocles, may drop on them at any time. Two years ago, in September, 1905, Hongkong was caught unprepared, and much property and many lives were lost. On Tuesday of this week Hongkong seems similarly to have been visited by an unannounced cyclone. The enormous mischief mentioned in our special telegrams yesterday were scarcely probable had there been any warning. After the destructive experience of 1906 there was a popular outcry against the Meteorological Department, which claimed that no warning could have been given. An official inquiry exonerated (some people preferred to use the word "white-washed") the Weather Officials; but it is certain that other Observatories claimed to have noted the approach of the same typhoon some days before, and it is equally certain that there had been personal differences between the Hongkong meteorologist and the Manila observers which prevented the willing and whole-hearted co-operation that is so desirable between such institutions. The Director of the Hongkong Observatory left, and we do not know whether his successor did not at once seek to establish better relations with his professional neighbours. It is too early yet to discuss the question whether there has or has not been any negligence; but we have gathered the impression from experienced navigators who are familiar with typhoon phenomena, as well as from reading the work of a typhoon expert at Manila, that it is extremely unlikely that a typhoon will ever arise so near to the China coast as to strike a port there without any possibility of warning. However, it is not for us to think of censure or of attaching blame in any quarter. We may point out, however, that Hongkong has not shown up very well with regard to its typhoon anchorage for native and other smaller craft. After the disaster of 1906, we remember the newspapers of the Colony were unanimous in saying that the provision of a typhoon shelter was an urgent and imperative necessity. The Government gave the matter very leisurely consideration, and when at last they did produce a scheme, the papers seemed to have forgotten the urgency and the imperative necessity. The Chamber of Commerce, which after 1906 recognised that the absence of a convenient sanctuary for subsidiary shipping was an obstacle to trade, now began to quibble about the cost, and the press was apparently ready to begin a discussion of cost and sites, and alternative schemes. There is one refuge at the eastern end of the harbour, which has most wastefully and foolishly been allowed to silt up, and so far as we remember reference to the subject, the official idea was that it was not worth while incurring the expense of dredging it. This awful catastrophe this week will doubtless help to make the Government, people, and press again unanimous—till the wreckage is tidied away, and a few months' immunity has allowed them to forget the painful impressions that must this week be searing their souls.—*Straits Echo.*

THE CHINESE MYSTERY.

The municipal authorities of Waterloo and Alexandria are becoming uneasy with regard to the influx of Chinese into their respective districts; also as to the social and industrial behaviour of these alien neighbours. The old cry of monopolising the furniture trade has been revived; they are, it is alleged, insanitary in their habits; they gamble; they break the laws of the land they live in with an impunity denied to those who belong to it by right of birth. These strong indictments were advanced by a deputation that waited upon the Premier the other day with a request that legislative measures be taken to compel the Chinese to conform to the regulations by which other citizens are bound in the conduct of their occupations and of their domestic responsibilities. For the past score of years, if not for a longer space of time, different deputations have interviewed successive State Premiers with exactly similar complaints. But, so far as can be judged, there has been no change for the better in the condition of affairs as between the Chinese and those who say they suffer in health, in business, and otherwise, because of their presence among them. It is asserted that the alien still usurps the furniture trade, still sweats his employees, still gambles when and how he pleases, still works on Sundays, still exists in a dangerously insanitary fashion; that he, in fact, still does exactly as seems best to him in defiance of all laws made and provided. It would appear, then, as if with respect to these extraordinary people, such enactments as bear on Sunday closing, the proper working of factories, the playing of unlawful games and so forth, were mere dead letters. Apparently, too, the efforts of municipal and Government inspectors, equally with those of the police, are quite ineffectual in enforcing the law where these folk are concerned.

Nevertheless, they are not aggressive; industry and economy are as second natures to them; they also have their uses in the community. All the same, it seems an impossibility to compel them to act in accordance with the usages of the community of which they are not a part, but rather an excrescence on its surface. The Chinese ask merely to be let alone, allowed to go their own way, follow their own pursuits, live their own lives free from interference. If such even, they can be thoroughly treated, if process there be, the first or least [illegible] if they have their way, and are now doing. But this to their mind ideal sort of existence can by no means be permitted. That there can be one law for Chinese and another for Europeans is quite out of the question. And if by a policy of passive resistance the former have so far been enabled to successfully elude the performance of their share in the civic and social responsibilities, they must be coerced into respecting them. If, as seems the case, ordinary legal processes in this connection are futile, and inadequate; if the police and the host of other officials employed in safeguarding the public interests have found insuperable the task of making the Chinese fall into line with the industrial, moral, and social obligations observed by the average citizen, then it is clear that some very drastic alternative will have to be tried. Yet we are not altogether satisfied that the combined forces that work towards law and order have done their utmost in this detail of Chinese reform. We should be loth to see any measures of undue harshness or exceptional severity meted out to the alien in our midst. He is here, and has to be made the best of. Still, if those who are entrusted with the administration of the law find, incredible as it may seem, the genius for passivity of the Oriental too much for them, their hands must be strengthened in the manner asked for by the deputation.—*Sydney Evening News.*

Intimations.

WORKS MANAGER WANTED OVER GENERAL ENGINEERING WORKS.

MUST have First-class General Engineering knowledge and experience.

Good Education and Energy are requisite.

Particulars of Qualifications, Age, and Salary expected should be given.

Applications to reach Tientsin before 31st August, and to be addressed to

SECRETARY,
TIENTSIN IRON WORKS,
Tientsin.

The above position is vacant owing to the resignation of present Manager who is leaving China permanently.

Tientsin, 6th August, 1908. [730

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSON AGENTS,

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAIMLER'S PATENT MOTOR LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong 7th March, 1908. [4

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic feet of COLD STORAGE available at FAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLAEN
Manager.

Hongkong, 22nd June, 1908. [61

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGEE (TASTELESS) FORM.

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a break-down, as it were, of the vital forces that sustain the system. No matter what may be its causes (for they are almost numberless), its symptoms are much the same; the more prominent being sleeplessness, nervous prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what alone is absolutely essential in all such cases is *increased vitality*—vigour—

VITAL STRENGTH & ENERGY

to throw off these morbid feelings, and experience proves that as night succeeds the day this may be more certainly secured by a course of

THE NEW FRENCH REMEDY

THERAPION No. 3

than by any other known combination. So surely as it is taken in accordance with the printed directions, accompanying it, will the shattered health be restored.

THE EXPIRING LAMP OF LIFE LIGHTED UP AFRESH, &

and a new existence imparted in place of what had so lately seemed worn-out, dead up, and valueless. This is wonderful and almost as pretty a vegetable and inoffensive, is agreeable to the taste; suitable for all constitutions and conditions of either sex; and it is difficult to imagine a case of disease or derangement, whose main features are those of debility, that will not be speedily and permanently benefited by the never-failing restorative powers, which this unique and marvellous medicine exercises. Let those who have proved it, say, whether it has not proved itself the most valuable and unimpeachable of all known preparations.

THERAPION is sold [illegible] throughout the world. Price in England 2/9 per box. Purchaser should see that the word THERAPION appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of the Commissioners of Inland Revenue. [illegible]

Sold by all Druggists. [6

Intimation.

Wm. Powell, Ld.,

ALEXANDRA BUILDINGS.

Fashions and Novelties in Lace Goods.

Latest Designs in Muslin Embroideries, Allovers, Flouncings, Insertions.

BLOUSES, BLOUSES, BLOUSES.

Latest Shapes and Styles

BELTS.

WM. POWELL, LTD.,

General Drapers, Furnishers,

Des Vœux Road, and 28, Queen's Road,

HONGKONG.

Hongkong, 6th August, 1908. [69

To Let.

TO LET.

A HOUSE in KNUTSFORD TERRACE, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1908. [159

TO LET.

FIRST FLOOR of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarter.

Apply to—

DAVID SASSOON & CO., LD.

Hongkong, 22nd May, 1908. [257

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14 Des Vœux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.)

Apply to—

THE COMPRADORE DEPARTMENT, E. D. Sassoon & Co.,

Queen's Road Central.

Hongkong, 9th June, 1908. [188

TO LET.

HATHERLEIGH, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHONG ROAD.

A HOUSE in RIPON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 168, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1908. 64

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon, at $45 plus taxes per month.

Immediate possession.

Apply to—

A. RAYMOND,

C/o S. J. David & Co.

Hongkong, 24th July, 1908. [601

TO LET.

OFFICES (2 Rooms) on First Floor, York Building.

Apply to—

KELLY & WALSH, LD.

Hongkong, 27th July, 1908. [706

TO LET.

NO. 10, SEYMOUR TERRACE. Corner House. Four Large and Airy Rooms.

Apply at the PREMISES or to Messrs. GUEDES & Co.

Hongkong, 5th August, 1908. [747

TO LET.

GODOWN No. 5A, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1908. [490

TO LET FROM 1ST SEPTEMBER.

AT SHAMEEN, CANTON.

HOUSE No. 103 (Kwan How Buildings) at present in the occupation of the I.M. Customs.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 1st August, 1908. [695

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGEE (TASTELESS) FORM.

SELF CURE NO FICTION! MARVEL UPON MARVEL! NO SUFFERER NEED NOW DESPAIR,

but without consulting a doctor's bill or falling into the deep ditch of quackery, may safely, speedily and economically cure himself without the knowledge of a soul party. By the introduction of THE NEW FRENCH REMEDY

THERAPION

a complete revolution has been wrought in this department of medical science, whilst thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION No. 1—A Sovereign Remedy for discharges, superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THERAPION No. 2—A Sovereign Remedy for primary and secondary skin eruptions, ulcerations, pains and swellings of the joints, and all those complaints which mercury and sarsaparilla are popularly but erroneously supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3—A Sovereign Remedy for debility, nervousness, impaired vitality, sleeplessness, distaste and incapacity for business or pleasure, love of solitude, blushing, indigestion, pains in the back and head, and all disorders resulting from dissipation, early excesses, &c., which the faculty pronounce incurable, but which are in reality easily curable by THERAPION in a few days.

THERAPION is sold by principal Chemists throughout the world. Price in England 2/9 per box. In ordering, state which of the three numbers required, and observe that the word "THERAPION" appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by all Chemists. 69—D

AIRSHIP DISASTER.

COLLAPSE IN MID-AIR.

16 PASSENGERS FALL 300 FEET.

The mammoth airship *Ariel*—next to Count Zeppelin's the largest in the world—according to the prophetic prospectus issued by the National Airship Company of America, was destined to inaugurate a new era in transportation, superseding steamships and railways, (says a telegram from New York, dated May 25). It ascended at Berkeley, California, yesterday, but when it had reached a height of 300ft. above ground it burst, and in view of a hysterical, screaming multitude of 50,000 spectators fell, with its 16 passengers, a gigantic, terrifying wreck.

Owing to the enormous volume of the gasbag the descent for the first 100ft. was comparatively slow. It then increased in velocity, until about 75ft. above the heads of the vast throng of onlookers, when it shot to earth, burying the passengers amid the wreckage of its six motors, and enshrouding them in the defiated folds of its empty bag.

The *Ariel*, whose first flight had been extensively advertised, was a combined balloon and aeroplane. It consisted of a huge cigar-shaped bag, 450ft. long and 45ft. in diameter, holding 500,000 cubic feet of gas. To this were attached super-imposed aeroplane wings, rudders, and a platform carrying six gasolene engines, generating 200 h.p., with accommodation for 16 passengers. Each of the engines drove two mighty propellers suspended by wires at intervals of 50ft. along the giant bag.

INVESTORS' TRIAL TRIP.

Between the two middle engines sat nine passengers, eager, if the flight was successful, to invest their fortunes in a still bigger airship designed to ply between San Francisco and New York. In the midst of them, on a raised stand, was Mr. J. A. Morrel, the inventor, superintending operations and directing the movements of six engineers in charge of the gasolene engines.

The excitement was intense, and the imaginations of the vast multitude of spectators were brought to a high pitch by the fervid prospectuses of Morrel and the National Airship Company which is capitalised at two millions sterling.

These prospectuses set forth a fascinating picture of how in the immediate future passengers on the *Ariel* would travel luxuriously in twenty-four hours across the American continent. The present airship, the public were informed, was the fore-runner of a far bigger one, which, to ensure the absolute safety and comfort of the passengers, would have "its lower section arranged in parlours, sitting-rooms, bedrooms, and hall, and equipped with special airship furniture as nicely as a palace."

The cost of working the air-liner was represented as small. "The expense of a trip from New York to London will be only £175, or less than a farthing per pound weight. We know what is required to establish an aerial rapid-transit system—a few airships, a few small docks on towers, and investment of a few dollars."

"UNBURSTABLE" GAS VESSELS.

That was not all. Morrel was most confident that the gasbag which was to carry this enormous weight was of an absolutely non-burstable surface. "Our gas vessels," he explained, "are blocked out and so constructed that the largest hole it is possible to make will be of but a few inches, and several layers of silk will immediately close together and hermetically seal the punctures in each other."

Despite these beatific assertions, the wives and relatives of the capitalists and others making the trial passage were intensely nervous, (telegraphed the London *Daily Mail* correspondent). They came to them as they sat on the platform, and shouted tearful entreaties to desist from making the ascent. Morrel laughed their fears to scorn. "We are as safe," he said, "as in the battleship *Oregon*. We will prove our ability to travel 150 miles an hour. Our buoyancy is immense and indestructible."

At last Morrel gave the order to let go. 300 men straining on the ropes released the anchors and the huge airship rose majestically, amid the frantic cheers of the 50,000 people. The working of the gasolene engines, the puffs of smoke, and the gentle movements of the mammoth aeroplane attachments all gave augury of a record-breaking trip.

Up, up the ship went till it stopped at an altitude of 300ft. as though suspended in the air. The spectators held their breath. Morrel could be distinctly heard shouting, "It's all right, my hearties. Now give her the engines." All the engines were put into operation simultaneously. The big propellers began to revolve, and the ship to gather motion, but suddenly the three forward engines stopped working. The revolving rear propellers tilted the airship's nose high in the air.

FEARFUL SPECTACLE.

The passengers could be seen falling to the rear of the platform, clinging desperately to the rails to prevent themselves being hurled astern to certain death. One man only seemed to retain his presence of mind. That was John Byrne, who was operating one of the forward machines. Shouting stentorian orders for the rear engines to be stopped, and exhorting his companions to follow him, he sprang into the wire rigging with the nimbleness of a cat and started to climb aft in a thrilling attempt to right the ship.

But the other fifteen men, paralysed with fright, paid no attention to him. Slowly the driving rear propellers sent the ship on end, then sent it round until the bag hid the crew from all the spectators, except those on the edge of the vast throng. A ripping sound rent the air, the immense cigar-shaped bag was seen to sag, and the drop to the earth began.

Men gazed panic-stricken at the terrible spectacle, and women fainted by the score. Then, seized by a common thought, thousands of them found their legs, and fled with feet winged with terror in a wild effort to escape from the spot where the *Ariel* was about to fall. As the gas escaped the swiftness of the descent increased; but there still seemed a chance that the wreck would reach the earth without anyone being seriously hurt.

But at an altitude of about 75ft. the last gas shot out of a great rent. With a terrific crash the air vessel fell like a meteorite to the ground. Five of the crew, including Morrel, jumped, falling to the earth a second before the *Ariel*. Its six machines and load of humanity were entangled inextricably in thousands of square feet of canvas.

The inmates, after a tragic half-hour, were disentangled from the wreckage in an unconscious condition. Scarcely one of them escaped injury, either in the shape of broken legs, arms, or ribs. Three of them—two engineers named Rogers and Nelson, and a photographer named Barker—will not recover. Morrel, the inventor, sustained a fracture of the right leg.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ex* S.S. *Mongolia*.

From Persian Gulf, *ex* B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 11th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 5th August, 1908. [7

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 6th August, 1908. [731

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BANCA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 13th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 7th August, 1908. [7

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong 10th September, 1906. [62

Intimations.

A SILLY SAYING.

"It is a common but silly opinion prevailing among certain class of people that the worse a remedy tastes, smells or hurts, the more efficacious it is." So says a well-known English physician. He further adds: "For example, let us consider cod liver oil. As it is extracted from the fish this oil is so offensive to the taste and smell that almost everybody abhors it, and many cannot use it at all, no matter how badly they need it. Yet cod liver oil is one of the most valuable drugs in the world, and it is the greatest pity that we have not thus far been able to free it from those peculiarities which so seriously interfere with its usefulness." This was written years ago; the work of civilizing and redeeming it however has since been triumphantly accomplished; and as a leading ingredient in the remedy called

WAMPOLE'S PREPARATION

the oil retains all its wonderful curative properties with no bad smell or taste whatever. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of Malt and Wild Cherry; creating a medicine of unequaled power for the diseases most prevalent and fatal among men, women and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in Blood Impurities, Weakness, Loss of Flesh, Throat and Lung Troubles, Nervous Dyspepsia, Scrofulous Affections, Thinness and Slow Development in the young, it gives quick and certain relief and cure. Dr. G. C. Shannon, of Canada, says: "I shall continue its use with, I am sure, great advantage to my patients and satisfaction to myself." Has all the virtues of cod liver oil; none of its faults. You may trust it fully; it cannot disappoint or fail. One bottle convinces. Sold by all chemists.

11

TYPEWRITERS

A SPECIALITY

OVER TEN YEARS' EXPERIENCE

OF

CLEANING, OVERHAULING, and REPAIRING

ALL BROKEN PARTS.

SATISFACTION GUARANTEED.

ALSO

FOR SALE and HIRE.

MODERATE CHARGES.

MOTOR LAUNCHES

ON HIRE

AT BLAKE PIER.

A GREAT BOON TO PASSENGERS TO and FROM STEAMERS

AND

ALSO ROUND THE ISLAND FOR PICNIC PARTIES, &c.

Fares from $2 per Hour.

HUMBER CYCLES AGENCY.

DRAGON CYCLE DEPOT,

33 & 35 DES VŒUX ROAD.

Hongkong, 18th June, 1908. [4

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGEE (TASTELESS) FORM.

THE NEW FRENCH REMEDY

THERAPION

TRADE MARK.

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 in a remarkably short time, often a few days only, removes all discharges, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 for impurity of blood, scurvy, pimples, spots, blotches, pains and swelling of joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3 for nervousness, sleeplessness, and all distressing consequences of dissipation, worry, overwork, early error, excess, &c. Its possesses surprising power in restoring strength and vigour to those suffering from enervating influences of long residence in hot, unhealthy climates.

THERAPION is sold by principal Chemists throughout the world. Price in England 2/9 per packet. In ordering, state which of the three numbers required, and observe that the word "THERAPION" appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by all Chemists. [63—D

Public Companies.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 22nd day of August, 1908, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1908.

By Order of the Court of Directors,

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st August, 1908. [723

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 10th instant, to SATURDAY, the 22nd instant, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st August, 1908. [724

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 24th August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th August, both days inclusive.

By Order of the Board of Directors.

THOS. I. ROSE,
Secretary.

Hongkong, 28th July, 1908. [708

Intimations.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP .....$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,
Undertaken and Executed.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 19th March, 1908. [48

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

李廣隆公司

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE at

No. 39, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.

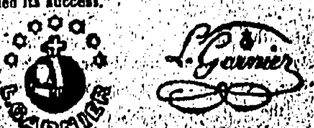
ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1908. [733

CHARTREUSE

Chartreuse has never required, to be extensively advertised. Its ancient fame has always been and is still sufficient for its success. An increase of imitations has recently appeared and it is necessary to put consumers on their guard and remind them that Chartreuse — the incomparable liqueur — is only made and can ONLY be made at the Grande Chartreuse, with the process which has commanded its success.



As a guarantee of its authenticity, Consumers are advised to insist upon seeing the label which should bear the well-known signature and emblems.

CHARTREUSE

[634

Intimations.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO H.E. THE GOVERNOR AND HOUSEHOLD.

WATSON'S LOTION FOR PRICKLY HEAT.

A sovereign remedy; immediately relieves the irritation.

WATSON'S PRICKLY HEAT POWDER,

for Prickly Heat, Sunburn and Roughness of the skin. Highly recommended by the medical faculty.

WATSON'S BORATED TALCUM POWDER.

A soothing and sanitary powder Allays irritation and prevents chafing of the skin. A luxury after shaving.

WATSON'S GLYCERINE & MILK OF CUCUMBER,

for rendering the skin soft and fair. An effectual remedy for all imperfections of the skin caused by Summer Heat.

A. S. WATSON & CO., LIMITED,

THE HONGKONG DISPENSARY, AND KOWLOON DISPENSARY.

Hongkong, 4th August, 1908. [33

The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 11, 1908.

CONSTITUTIONAL GOVERNMENT.

There appears to be considerable vacillation in Peking concerning the expediency of the early institution of a Parliament for China. The date when constitutional government for the Empire should be established has been variously fixed at six, ten and fifteen years. Latest telegraphic advices from Peking put the date at ten years from the present time. Meanwhile an Imperial Edict has been issued, dated the 24th ult. (the Emperor's birthday) in the name of the Empress-Dowager, to the effect that the Throne has received a joint memorial from the Hsien-cheng Pien-cha-kuan or Office for the Investigation of Foreign Constitutions, and the Tze-chen-yuan, or Imperial Assembly, concerning the drawing up of 15 articles or regulations for the election of members to the assembly and the establishment of "Chih-yi-chu" or Office of Local Affairs in the various Provinces. The Edict, for which we are indebted to the *Peking and Tientsin Times*, continues:—

"As we have carefully examined the said 15 articles or regulations and found them to be practicable for experimental purposes, the various Viceroys and Governors are hereby ordered to put them into force within one year from date of their receiving this Edict so that the people of China may enjoy the privilege of participating in the state affairs of their own country which was denied them in former times. The Viceroys and Governors must first establish Chih-yi-chu in their respective Provincial Capitals so that the native gentry, merchants and other law-abiding people may take part in the local administration of their own districts and thus assist the magistrates to introduce western reforms and abolish all obsolete customs and manners. The said Viceroys and Governors, who are the highest officials in the Provinces, must always put themselves in readiness to receive the good and useful advice of the representatives of the people in matters concerning the administrative system within their respective jurisdictions. Thus if they work together with the people, the affairs in their Provinces will surely be reformed and advanced in course of time. In order that the people should enjoy the real benefit of a representative Government the Viceroys and Governors must be careful to superintend the elections in their Provinces so that only respectable and capable men be selected as members of the Chih-yi-chu, and bad characters be prevented from getting their foot in this important institution to the detriment of the Chinese Government and people.

"With regard to the fixing of a definite date for the actual conversion of China into a constitutional country the Throne recognizes the necessity of such a step, but as one nation is different from the other so we cannot copy all the constitutional laws from foreign countries. Therefore, we hereby order that the Presidents of the Hsien-cheng, Pien-cha-kuan and of the Tze-chen-yuan should exert themselves to make their subordinates who are experienced in foreign law and have knowledge of foreign constitutions, draw up those laws and regulations necessary for China's new constitution and those for the government of the elections to the Houses of Parliament. After the Throne has perused these laws and regulations, a definite date will be fixed for the actual opening of China's Houses of Parliament in Peking. Thus we meet the wishes of the Chinese masses throughout the Empire who are agitating for this important change at the present time."

LOCAL AND GENERAL.

THE English mail of the 11th July was delivered in London on the 10th inst.

*** OUR Macao correspondent's interesting letter is held over for want of space to-day.

THE ratifications of the Trademark Treaty between the United States and Japan in respect of China and Korea were exchanged on 6th inst. in Tokio.

THE *Jiji Shimpo* voices the national feeling when it lays emphasis on the fact that the *Miye Maru* poaching incident does not affect the friendship between Russia and Japan.

THE fine P. & O. launch *Jeanette*, which went aground, in the typhoon of 28th ult., was refloated yesterday and has since been slipped in Cosmopolitan Dock where she will undergo extensive repairs.

SENATOR George Clement Perkins of California will probably succeed the late Mr. Allison as Chairman of the Committee of Appropriations. Mr. Joseph Bristow has defeated Mr. Chester Long of Kansas in the election for the Senate.

A TELEGRAM from Kuangchengtze alleges that China, believing further discussion now in Peking of the Chientao dispute to be inadvisable, has decided to divide Chientao into two prefectures, to station troops there and to negotiate on the spot with Japan and Korea.

A TELEGRAM from Otaru dated July 29 says that *Hokkai Times*, a Japanese daily published at Sapporo, has been prosecuted on the charge that the management embezzled 2,400 yen which was a portion of the subscription entrusted to that paper for the relief of the sufferers from the disastrous fire at Hakodate last year.

JUMAN SARIMAN, a Malay boy, three years of age, met his death yesterday as the result of an accident. Some time during the afternoon the child, whose parents reside at 33, Lower Lascar Row (second floor), climbed up on the window sill, and while playing there lost his footing and fell thirty feet to the street, landing on his head. Death was instantaneous. The body was removed to the mortuary by the police.

THE Tung Wa Hospital launches have, up to yesterday, recovered 193 bodies, victims of the typhoon of the 27th-28th July. On Sunday six corpses were picked up near Chek-wan, one or two of them on the seashore. Some of the bodies were without heads, and others were minus a limb or two. Those found ashore looked as if they had been mumified, so dried up did the bodies appear through long exposure under the scorching rays of the sun. The photographing and burying of the bodies were conducted under the personal supervision of Mr. She Tat Choi, a member of the Tung Wa Hospital committee.

FLOOD FUND BAZAAR.

[*From Our Own Correspondent.*]

Canton, 10th August.

For the two days, Saturday and Sunday, the Canton Flood Fund Bazaar maintained its popularity, the number of visitors keeping up to the level of the two preceding days. The offer of $2,000 by Mr. Kong Kuog Yun, for a picture of Confucius, has now been increased by another thousand dollars by Admiral Li Chun, and it is still on offer to the highest bidder. The patrons on the last two days appeared as liberal as they were on the first two days; many of them paid from one hundred to several hundred dollars for a simple drink of aerated water, or for a piece of ordinary painting or a common article. The Choi Nam Ko theatrical troupe collected over $2,000 in two days.

The amount realised at the Bazaar on Saturday was $9,978 and that on Sunday $7,590, besides a large sum of money promised by different individuals.

A boy of seven years of age visited the Bazaar and paid $100 for a bottle of lemonade, and some other boys contributed all their savings. Many patrons have presented gold, silver and gilt medals to some of the female stallholders who have worked very hard in the interests of the Bazaar.

H. E. Viceroy Chang Jen-chun, accompanied by the Provincial Treasurer, the Provincial Judge, the Educational Commissioner, the salt comptroller and Admiral Li Chun will pay a visit to the Bazaar to-day. Preparations have been made to receive these officials and, no doubt, they will manifest their sympathy with the flood sufferers by patronising the Bazaar more liberally than ever.

Loss of the "Ying King."

MARINE COURT OF INQUIRY.

THE FINDING.

This morning, the inquiry into the circumstances touching the foundering of the steamship *Ying King*, at Castle Peak Bay, during the typhoon of the 8th ult., was held in the Marine Court.

The Harbour-master (Comdr. Basil Taylor) presided. The Assessors were: Lieut. H. Butterworth, H.M.S. *Tamar*, Captain E. Beetham, of the *Empress of India*, Captain C. V. Lloyd, of the *Fatshan*, and Captain E. E. Evans, of the *Hoi Ming*.

The first witness to describe the sinking of the well-known vessel was Mr. Ferguson, the chief officer. At the time of the foundering, he said, the *Ying King* was on her way to Hongkong, having left Canton the previous evening. There were about 430 passengers, including three Europeans, aboard. The ship carried a full cargo. The crew numbered about twenty persons, while the compradore's staff was something like ten. When the *Ying King* left Canton the weather was overcast, but clear. The wind was blowing light N.E., and the glass was gradually falling. Nearing Ban Kee, an island just outside the river, the wind began to freshen until it got so strong that Captain Page decided to anchor.

The Court—Where did you anchor?

Witness—Between Pillar Point and Castle Peak.

How was the wind then?—Easterly.

How was the sea?—A heavy sea was running.

Did you let down both anchors?—Yes, the starboard anchor first.

And then what happened?—The water was breaking over the ship.

By the way, have you any idea at about what time you anchored?—About half-past eleven.

Yes?—The seas were crashing over the deck, and the ship gave a list.

Was the water finding its way below?—Must have been.

Do you think she sprung a leak?—Yes.

Do you think because the water found its way below accounted for the filling up in the way she did?—Yes.

About what time did you notice she began to take a list?—Between one and two.

A list, which way?—Port.

The witness then proceeded to explain that the list gradually got worse until about ten minutes to three when she heeled over.

The Court—Where were you all the time?—On deck.

Did you take any steps to serve out life-belts?—There was no opportunity.

Not when she took the list?—We couldn't get down the companion way.

Where were the life-belts stowed?—On the steerage deck.

By an Assessor—Were your gangway ports all secured?—Yes.

The Court—I don't suppose you could have got the boats out?

Captain Lloyd replied that it was not the slightest use.

The witness was then excused.

At this stage the records were consulted and it was learnt that the *Ying King* was built in 1903 at the Kwong Tak Cheung yard, at Kowloon.

The Assistant Government Marine Surveyor, Mr. W. Russel, was here called. He said that he had surveyed the *Ying King* more than on one occasion, and considered that she was a staunch ship. This was in reply to a question asked by the Captain of the *Empress of India*, who inquired whether the *Ying King* was built strong enough to stand a typhoon. He considered she was strongly built for the purpose for which she was intended, taking into consideration the possibility of a typhoon. He considered she was the strongest ship of her kind sailing out of the port.

Lin Kau, the boatswain of the *Ying King*, said he saw to the securing of the ports and battening down of things on board before the vessel turned over. The port and starboard ports were closed.

The Court—How did you secure the cargo ports?—The foreman coolie attended to that.

How did they do it?—I don't know.

It is your duty to see it done?—At that time I was on deck.

But you said you saw all ports properly secured?—I was speaking to the deck ports.

So you know nothing of what happened below?—No.

Were you below at all after the anchors were lowered?—Yes, I went down to see about a chain.

When you were below had the cargo shifted?—No.

Do you think it shifted later?—Yes.

Did you see that?—I did.

When you saw the cargo shifted did you notice the cargo ports?—They were all closed.

You saw them closed?—Yes.

And properly secured?—Yes.

Were the hatches properly covered with tarpaulin?—Yes.

Did you see that?—No, I did not. The cargo had shifted then and I could not see.

Where did the cargo shift to?—Port.

Was there any water entering then?—A little.

When you went down to get at the chain was any damage done to the bows of the ship?—No.

Do you mean you didn't see, or there was no damage?—There was no damage.

Was there any water coming through the chain hold at the bow?—Yes.

Mr. Ferguson was re-called.

The Court—If water entered the chain locker would it have gone aft?—I don't know. I have only been in the ship for six days, and hadn't time to look around.

What do you think of the matter? The boatswain said a large amount of water entered through the Chain locker. Would that have filled the engine-room?—No.

She didn't settle down by the head, did she?—No.

Did anything happen to the saloon?—Nothing.

How are the cargo ports secured?—In sockets and bolts.

No securing bars?—No bars; only bolts.

Did you see the cargo shifted?—No.

It was all right when you were below?—Yes.

That concluded the evidence.

THE FINDING.

The Court having been cleared for about half an hour, the following finding was read:—We find that the ss. *Ying King*, official number 116,031, of Hongkong, of which Ernest James Page, certificate of competence No. 49, of New South Wales, was master, left Canton at 6 p.m. on the 27th July, 1908, on a voyage to Hongkong, with a full general cargo, and about 430 passengers, of whom three were Europeans, and twenty-three of a crew, besides about ten in the compradore's staff, making about 465 souls all told. This is a rough estimate by the mate.

After leaving Canton, with a light N.E. breeze, weather clear, sky overcast, barometer falling, she went well until after passing Bogue Forts, when the wind and sea rose, the barometer falling rapidly. At about 11.30 p.m. the master decided to anchor on account of the very heavy sea between Pillar Point and Castle Peak. Two anchors were let go, and, with the assistance of the engines, held the ship. The weather continued to get worse, the sea breaking over the ship, which finally took a heavy list, from the cargo shifting, and large quantities of water found its way into the engine-room, extinguishing the fires at about 2.30 a.m. At about 2.50 a.m. the list suddenly increased and the ship foundered. Of the 465 souls on board only 42 appear to have survived, the master and about 420 others perishing.

We find that the cause of the foundering was due to the typhoon which passed over the Colony that night; that all reasonable precautions were taken to ensure the safety of the ship and passengers; that the state of the sea rendered any recourse to the boats for saving life out of the question, and finally, we desire to record our expression of regret at the grave loss of life.

NEW N.Y.K. STEAMER.

THE "KAMO-MARU" IN PORT.

This afternoon, through the courtesy of the local agents of the Nippon Yusen Kaisha, a number of Hongkong residents were afforded an opportunity of inspecting the Company's new European liner *Kamo Maru*, which arrived from Japan ports yesterday afternoon and is lying in the stream. A large number of visitors, including many Chinese gentlemen, accepted the Company's invitation. They were conveyed on board by launches provided by the N.Y.K. On boarding the steamer the guests were received on the promenade deck where tea and light refreshments were served. Afterwards a thorough inspection of the new steamer was made under the able guidance of Capt. F. L. Sommer and Mr. T. Kusumoto (N.Y.K. Hongkong Agent). The design, fittings and furnishings of the vessel were much admired and were the subject of much approving comment.

The *Kamo Maru*, the latest addition to the enormous fleet of steamships of all nationalities running between Europe and the Far East, is highly creditable to builders and owners alike. The first of six sister-ships to be put on the European line, the N.Y.K. *Kamo Maru* is a high-class modern liner in all respects, and the accommodation for passengers is all that can be desired. Especially it may be remarked that the berth cabins are very large and comfortable, and all the conveniences that a modern traveller looks for in the way of electric fans, ventilation, light, etc., are provided.

The dining-saloon is a very attractive feature. Tables are arranged to seat four and six passengers, electric fans are everywhere, and the centre of the saloon is a lofty dome with a handsome stained glass roof. Just above the dining-saloon is the reading-room and ladies' saloon, two handsome apartments upholstered and fitted in excellent taste, and also with an eye to comfort. The smoking-room is another excellent feature of the ship, with its cosy sofa lounges and small card tables. Here also are numerous electric fans, calculated to make the smoking-room a very cool and comfortable retreat in hot weather. The decks offer an excellent promenade for passengers, and in every way the *Kamo Maru* is a thoroughly up-to-date ship. As further evidence of this it may be mentioned that there is a dark-room for photographic passengers, four-berth family cabins—an excellent idea—and a bridal suite of rooms, which should be an attraction for some of the young bachelors in the East who contemplate matrimony.

The following particulars give some more technical details of the new steamer. The *Kamo Maru* was built at Mitsu Bishi Dockyard at Nagasaki, and is of steel, double bottom throughout, and classed 100 A1 at Lloyds' Her length is 465 ft. between perpendiculars, beam 56 ft., and depth 34 ft., gross tonnage being 8,600. She is fitted with two sets of triple expansion engines, and developed a speed of 16.4 knots at the official trial. Her passenger accommodation is 83 first-class, 32 second, 12 intermediate, and 140 steerage. Her cargo capacity is 10,219 tons, deadweight capacity being 9,100 tons. The steamer is fitted with six 6-ton and four 10-ton derricks for ordinary cargo, there being in addition one special derrick for lifting heavy weight up to 40 tons.

A SEOUL dispatch dated July 29 says that as the result of the trial of Yong Kitaik, editor of the *Dai Han Mail Shimpo*, it was found that 60,000 yen of the National Loan Redemption fund were embezzled. Yong accused Mr. Bethell as the recipient of the funds. The Korean Government has applied to the British Consul to examine Mr. Bethell in connection with this case, but assent has not been given.—*Japan Advertiser*.

Opium in Hongkong.

GOVERNMENT AND THE OPIUM FARMERS

AN INACCURATE REPORT.

Colonial Secretary's Office,
Hongkong, 11th August, 1908.

Sir,—I am directed to inform you that the information published by the *South China Morning Post* in its issue to-day with regard to the closing of opium divans is entirely inaccurate.—I am, etc.

F. H. MAY,
Colonial Secretary.

The Editor,
"Hongkong Telegraph."

WHO WILL PAY COMPENSATION.

Col. Seely last month announced in the House of Commons, that the Earl of Crewe is considering the whole opium question in Hongkong, including that of compensation, if any. It is no doubt gratifying to learn that the Secretary of State for the Colonies has recognised the necessity of "considering the question," though rather late in the day. It would have been far more satisfactory from many points of view, if such consideration had been accorded to the subject by the home authorities, prior to their taking such precipitate action. There was absolutely no necessity for cabling such peremptory orders to the Governor of Hongkong, before his views and those of the Legislative Council, were laid before the Home Government. On receipt of this hasty mandate, Sir Frederick Lugard promptly wired to the Secretary of State for the Colonies, requesting him to defer making any announcement in Parliament respecting the cabled instructions, till he had an opportunity of considering a despatch which was being forwarded to him, giving the views of the Governor in Council. But in utter disregard of this very reasonable request, the Under Secretary of State was instructed to announce in the House of Commons the directions which had been sent to the Government of the Colony. By this injudicious haste, the Secretary of State has hampered his own future freedom of action in the direction of modifying his decision in the light of fuller and reliable information furnished to him by the responsible administrator on the spot. It would appear from the tenor of Col. Seely's last statement that the despatch from the Governor of Hongkong, has been received, and its perusal is affording the Earl of Crewe much food for reflection. The guarded allusion of Col. Seely to the question of compensation, tends to show that next to the necessity of replacing the revenue about to be heedlessly sacrificed the most formidable difficulty in the way of carrying out the peremptory orders of the Secretary of State, will be the large outlay that will have to be incurred in making good the losses accruing to the Farmers and licensees from the premature termination of their contracts. It is also clear that the Farming syndicate of Hongkong does not contemplate the magnanimous renunciation of their rights to compensation, which had recently been attributed to it. The Home Government cannot with any show of consistency, equity or fairness, refuse to the Hongkong Farmer compensation, while the British brewer's losses are to be liberally recouped under the provisions of the Licensing Bill. But the most serious question that would arise to test the sincerity of the zealots of moral righteousness, the *Perak Pioneer* thinks, will be as to who should pay the compensation. It would be a most arbitrary and unjustifiable procedure on the part of the Home Government, were it to compel the Colony to incur this large expenditure, which would be necessitated, while sacrificing a large part of its revenue, at the imperious behest of the Imperial Authorities.

MACAO P. O. BURGLED.

$350 STOLEN.

[*From Our Own Correspondent.*]

Macao, 10th August.

On the 9th inst., a daring burglary was committed in the Macao Post Office. By some means the thieves gained admission into the building after it had been closed for the day. The desks were all forced open and some $350 in money taken away. The cash was collected in the course of the day's transactions and were placed by the clerks in their desks instead of in the safe. It is believed that the Post Office employees will be called upon to make good the loss to the Government as it was their duty to have put the cash away in some secure place.

THE "MIYE MARU" AFFAIR.

RUSSIAN REPORT.

Regarding the *Miye Maru's* affair the Russian Embassy in Tokio published the following official report on July 31:—"While being escorted in a street of Nikolaivsk a party of the arrested members of the *Miye Maru's* crew were restrained from the side-walk. Thereupon the Japanese offered resistance and assaulted the warders with stones, crushing the skull of the chief of the latter. As Nikolaivsk was then in a state of siege, the Japanese were court-martialled and six of them sentenced to death." The above official report is said to have been received by the St. Petersburg Government, having been dispatched from the court-martial on July 29.

According to a Vladivostok telegram, the number of Japanese courtmartialled was seven of whom one was acquitted. Among the six Japanese sentenced to death are Chiyokichi Yamamoto, of Yokohama, and Chiyezo Miyazaki of Kanagawa Ken. The rest of the crew of the *Miye Maru* are being sent to Vladivostok by steamer.—*Japan Gazette*.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

HALF-YEARLY MEETING.

The eighty-fourth ordinary half-yearly meeting of shareholders in the Company was held at the office of the Company, Hotel Mansions, at noon, to-day, for the purpose of receiving a report of the directors, together with a statement of accounts, declaring a dividend, confirming the appointment of directors and electing directors and auditors. Mr. Robt. Shewan occupied the chair, and there were present:—Messrs. G. Friesland, C. Broderson, W. Helms, C. Thiel, F. d'A. Gomes, H. E. Tomkins, (directors), A. H. M. da Silva, J. M. E. Machado, Dr. J. W. Noble, T. F. Hough, Chau Siu-ki, Erich Georg, A. V. Hogg, P. Tester, F. C. Wilford, P. D. Gotla, L. Hutchinson, and W. E. Clarke (secretary).

The Secretary having read the notice convening the meeting,

The Chairman said:—Gentlemen,—The report and statement of accounts having been in your hands for some days, we will, with your permission, take them as read. The result of the half-year's working will, I hope, be considered by shareholders very satisfactory, considering the general trade depression existing throughout the Far East. Your Board trust that the recommended appropriations of funds will meet with your approval. For the service of an additional steamer on the Hongkong-Macao line and in order to further facilitate the business of that trade your directors have acquired the wharf and lease of site, known as the Wing Lok Wharf, situated at the junction of Wing Lok Street and Des Voeux Road. The lease of the site is for 50 years granted in 1904. We have found this wharf to be a very valuable acquisition to our business. In May last your Board were able to dispose of the Company's small steamer *Lungchan*, and, in the following month, to purchase the steamer *Hok Sang*, a vessel well suited for the Canton-Macao line. She has been working very satisfactorily since starting. By the purchase of this steamer we were able to conclude negotiations for a cessation of the opposition then existing on our Hongkong-Macao line. The regrettable loss of the Company's jointly-owned steamer *Powan* on the night of the 8th June while on a voyage hence to Canton caused your directors much anxiety. Captain Black was one of our most trusted and careful officers, but in view of the finding of the Marine Court of Inquiry your directors had no choice left but to call upon him to resign the service. Immediate steps were taken to obtain a report from experts as to the possibility of salvage, but nothing could be done and the vessel became a total loss. The claims on underwriters are now in course of settlement. Your directors freely acknowledged all services rendered after the accident, and granted gratuities where such services warranted it. The West River services have been devoid of any profitable result during the period under review. The loss by subsidiary coinage during the six months' working amounted to $22,310.55. The loans on mortgage have been increased by $25,000 and shares in public companies by $6,437.00 during the half year under review. These loans and investments are, in the opinion of your Board, all good and safe investments. I do not think that there is anything else that calls for particular comment, but should any shareholder require any further information I shall have pleasure in answering any question.

There being no questions, Gentlemen, I beg to propose the adoption of the report and statement of accounts as presented.

Dr. Noble seconded the motion, and in doing so said:—I would like to say a few words with reference to the very large item in the accounts with regard to the loss on subsidiary coinage. It seems to me high time that something should be done by those in authority with reference to this question of coinage so that in the future we will have such items as the loss referred to eliminated from the reports of local companies. This is a matter for serious consideration and in the present instance the loss represents no inconsiderable sum.

The Chairman:—It is proposed by myself, and seconded by Mr. Noble that the report and statement of accounts as presented be passed.

Carried unanimously.

The Chairman:—The next business of the meeting is the confirmation of Messrs. G. Friesland, C. Brodersen and W. Helms as directors.

Mr. Hough proposed and Mr. Hogg seconded that the appointment of Messrs. G. Friesland, C. Brodersen and W. Helms as directors be confirmed.

Carried unanimously.

It was proposed by Mr. Machado and seconded by Mr. Silva that Messrs. C. Thiel and C. H. Ross be re-elected directors.

Agreed to.

It was proposed by Mr. Tester and seconded by Mr. Hutchinson that Messrs. A. O'D. Gourdin and W. H. Potts be re-elected auditors for the ensuing half-year.

Carried unanimously.

The Chairman:—That concludes the business of the meeting, Gentlemen. Dividend warrants are now ready and may be obtained upon application. Thank you for your attendance.

LAWN BOWLS.

POLICE *versus* KOWLOON.

On Saturday afternoon next, 15th instant, a very interesting game of bowls will be played between the Police Club and the Kowloon Bowling Green Club. The match will take place on the latter club's ground.

The following will play for the police: Inspectors Robertson (skip), Withers, Hanson and Sergeant Fox.

Sergeants J. J. Watt (skip), Parr, Policeman Bell and McLennan.

Inspectors Cameron (skip), Langley, Sergeants Wilson and Pitt.

Inspectors McHardy, Baker, Sergeant Kent and Policeman Orr.

Telegrams.

"IGKONG TELEGRAPH" SERVICE.

ANTON BAZAAR.

VITED BY THE VICEROY.

[courtesy of the "Sheung Po."]

Canton, 10th August.

Yerday afternoon Viceroy Chu Jen-chun, accompanied by the neral, Admiral Li Chun, the Prucial Treasurer, Judge, Salt Coissioner, the Prefect, and the Mutrates of Namho and Panyu Dicts, paid a visit to the Flood Fl Bazaar.

'e amount spent by the party wa sum of over $6,000.

MINING CONCESSION.

ERMAN APPLICATION OPPOSED.

[By courtesy of the "Sheung Po."]

Peking, 10th August.

The German Minister in Peking as applied to the Waiwupu for a mining concession in Kuichow Prefecture, in Shantung Province.

The Waiwupu strenuously opposed the application.

PEKING-HANKOW RAILWAY.

PROPOSED FOREIGN LOAN.

[By courtesy of the "Sheung Po."]

Peking, 10th August.

The Ministry of Posts and Communications has decided to raise a foreign loan to redeem the Peking-Hankow Railway.

CONSTITUTIONAL GOVERNMENT.

A PARLIAMENT IN TEN YEARS' TIME.

[By courtesy of the "Sheung Po."]

Peking, 10th August.

It is reported that the date for the institution of a Parliament for China has been fixed for ten years' time from now.

VICEROY CHANG'S CLEMENCY.

EX-KWANGSI GENERAL LIBERATED.

[By courtesy of the "Sheung Po."]

Peking, 10th August.

Su Hing-Chu, an ex-general of Kwangsi, who has been imprisoned for some time, has been released by order of the Imperial Government on the recommendation of H. E. Viceroy Chang Jen-chun.

[Reuter's.]

The American Fleet.

LONDON, 9th August.

The American Fleet has arrived at Auckland, New Zealand.

Macedonia.

Rifts are beginning to appear in the Universal Brotherhood of Macedonia where the Bulgarians are manifesting a disposition to seize the patriarchal villages and churches.

The Young Turkish Committee have promised severe measures of justice.

MONEY LOAN ASSOCIATION.

GOVERNMENT DEPARTMENT USED AS A CLUB.

During the hearing of a money loan association case which was discussed before Mr. Justice Gompertz, in the Supreme Court, to-day, one of the witnesses created a mild sensation. The case was brought by Ng Wai Nam against Sung Kit Sang, to recover $189 which he alleged was his share in the association. As is a well-known fact most of the money loan associations in the Colony have monthly drawings, and one of the witnesses in the case, whilst under cross-examination, admitted that the seventh drawing of his association was held in the Government Land Office at two o'clock!—whether in the morning or the afternoon we are not in a position to say. The reason why a Government department was used as a meeting place, he said, was because some of the employees in that department were members.

HONGKONG AND SHANGHAI BANKING CORPORATION.

HALF-YEARLY REPORT.

The eighty-sixth report of the Court of Directors to the ordinary half-yearly general meeting of shareholders to be held at the City Hall, Hongkong, on Saturday, the 22nd inst., at noon, is as follows :—

To the proprietors of the Hongkong and Shanghai Banking Corporation.

Gentlemen,—The directors have now to submit to you a general statement of the affairs of the Bank, and balance sheet for the half-year ending 30th June, 1908.

The net profits for that period, including $2,000,387.85, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts, amount to $5,403,917 67.

The directors recommend the transfer of $500,000 from the profit and loss account to credit of the silver reserve fund, which fund will then stand at $14,000,000.

They also recommend writing off Bank premises account the sum of $250,000.

After making these transfers and deducting remuneration to directors there remains for appropriation $4,638,917.67, out of which the directors recommend the payment of a dividend of two pounds sterling per share, viz.: £240,000 —which at 1/9½, the rate of the day, will absorb $2,633,142.86.

The balance $2,005,774.81 to be carried to new profit and loss account.

DIRECTORS.

Mr. A. J. Raymond, Mr. G. H. Medhurst, Mr. A. Fuchs, the Honourable Mr. Henry Keswick (chairman) and Mr. E. Goetz (deputy chairman) having resigned their seats on leaving the Colony, Mr. C. S. Gubbay, Mr. E. G. Barrett, Mr. C. G. R. Brodersen, the Honourable Mr. W. J. Gresson, and Mr. W. Helms have been invited to fill the vacancies; these appointments require confirmation at this meeting.

Mr. E. Shellim has been elected chairman for the remainder of the year, and the Honourable Mr. W. J. Gresson deputy chairman.

AUDITORS.

The accounts have been audited by Mr. W. Hutton Potts and Mr. J. W. C. Bonnar, the latter in the place of Mr. A. G. Wood, who has left the Colony.

E. SHELLIM,
Chairman.

Hongkong, 11th August, 1908.

ABSTRACT OF ASSETS AND LIABILITIES, HONGKONG AND SHANGHAI BANKING CORPORATION.

30th June, 1908.

Liabilities.

Paid-up Capital		$ 15,000,000.00
Sterling Reserve Fund £1,500,000 @ ex 2/-		15,000,000.00
Silver Reserve Fund		13,500,000.00
Marine Insurance Account		250,000.00
Notes in Circulation :—		
Authorised issue, against securities and coin deposited with the—Crown agents for the Colonies and their trustees	$15,000,000.00	
Additional issue authorised by Hongkong Ordinances against coins lodged with the H'kong Govt.	1,473,278.00	16,473,278.00
Current accounts—		
Silver	$84,312,175.01	
Gold, £5,442,319 5s. 11d. =	61,380,695.88	145,692,871.89
Fixed deposits—		
Silver	$56,385,246.70	
Gold, £4,747,740 3s. 2d. =	53,576,940.53	109,962,187.23
Bills Payable (including drafts on London Bankers, call loans and short sight drawings on London office against bills receivable and bullion shipments)		12,198,485.54
Profit and loss account		5,403,917.67
Liability on bills of exchange rediscounted £5,050,845 0s. 10d. of which £4,714,033 19s. 11d. have since run off.		
		$331,780,740.33

Assets.

Cash	$50,310,978.47
Coin lodged with the Hongkong Government against authorised and/or excess note circulation	10,000,000.00
Bullion in hand and in transit	2,076,785.88
Indian Government rupee paper	2,458,968.56
Consols, colonial and other securities	6,743,863.63
Sterling reserve fund investments, viz.:—	
£1,208,000 2½ % Consols at 82 (of which £250,000 lodged with the Bank of England as a Special London Reserve.)	£992,560
£255,000 2½ % National war loan, at 90	229,500
£325,000 other sterling securities, written down to	279,940
	£1,500,000
@ ex 2/-	15,000,000.00
Bills discounted, loans and credits,	109,877,225.79
Bills receivable	135,482,748.96
Bank premises	1,790,169.01
	$331,780,740.33

GENERAL PROFIT AND LOSS ACCOUNT, HONGKONG AND SHANGHAI BANKING CORPORATION,

30th June, 1908.

Dr.

To Amounts written off:—		
Remuneration to directors		$ 15,000.00
To Dividend account:—		
£2 per share on 120,000 shares=	£240,000 at 1/9½=	2,633,142.86
To Transfer to silver reserve fund		500,000.00
To Transfer to bank premises account		250,000.00
To Balance forward to next half-year		2,005,774.81
		$5,403,917.67

Cr.

By balance of undivided profits, 31st December, 1907	$2,000,387.85	
By amount of net profits for the six months ending 30th June, 1908, after making provision for bad and doubtful debts, deducting all expenses and interest paid and due	3,403,529.82	
		$5,403,917.67
		$5,403,917.67

STERLING RESERVE FUND.

To balance £1,500,000 @ ex 2/- (invested in sterling securities)	$15,000,000.00
	$15,000,000.00
By balance 31st December, 1907, £1,500,000 @ ex 2/-	$ 15,000,000.00
	$15,000,000.00

SILVER RESERVE FUND.

To balance	$14,000,000.00
	$14,000,000.00
By balance 31st December, 1907	$ 13,500,000.00
By transfer from profit and loss account	500,000.00
	$14,000,000.00

J. R. M. SMITH,
Chief Manager.
J. COX-EDWARDS,
Chief Accountant.
E. SHELLIM,
H. E. TOMKINS,
G. FRIESLAND } Directors.

SHANGHAI DOCK CO.

SUCCESSFUL TENDERERS FOR PHILIPPINE CONTRACT.

[From Our Own Correspondent.]

Manila, 7th August, 1908.

For the third time in succession within a single month the Shanghai Dock and Engineering Co., Ld. has been successful in securing a contract from the Philippine Government. I have already reported their successes in connection with the building of the eight steel barges, and the extensive repairs to the inter-island transport *Seward*. I have now to add to the list of their successes the award of the contract for repairing the little cruiser *Mindanao*. To be fair to the Hongkong and Whampoa Dock Co., Ld., I should state that that Company did not see fit to put in their tender for this little job, due probably to the fact that the Company's staff must have their hands pretty full just now with the numerous urgent jobs following the storm of last month.

Only two bids were received for the repairs to the *Mindanao*. They were from the Shanghai Dock and Engineering Co., and the El Varadero of Manila. The Tanjong Pagar Dock Board did not enter into the competition either. Of the two tenders, that of the Shanghai Dock Co. was the lower. It was cheaper than the Manila Co.'s by about fifty per cent. The respective bids were:—

Shanghai Dock and Engineering Co, Ld., $7 439 11 U.S. currency.

El Varadero of Manila, $13,030 U.S. currency.

I understand the contract will be awarded to the lower of the two offers.

THE DISPUTED MORTGAGE.

A WITNESS AND HOW HE LEARNT ENGLISH.

The dispute over a certain mortgage which has been before the Supreme Court for over a week was continued to-day, the Chief Justice presiding. The case was that in which the Hip On Insurance Exchange and Loan Co., Ltd., and the Hongkong and Manila Yuen Sheng Exchange and Trading Company, Ltd., sued Li Po Yung and Li Po Kam, of Alexandra Building, to recover the sum of $49,062.52, which the plaintiff firms alleged was the balance of principal, interest and costs due after deducting proceeds of sale and payments on account under a mortgage dated 20th January, 1905, made between Li Po Kam, the defendant, of the one part, and Yu Yuk Chi and Li Po Kwai, of the other part, to secure repayment of $150,000 and interest, which the mortgagors jointly and severally covenanted to pay and which sum and the securities therefor were duly transferred to the plaintiff by deed dated 22nd July, 1905, and made between Yu Yuk Chi and Li Po Kwai of the first part, Li Tsung Pak of the second part, and the plaintiffs of the third part.

Mr. H. E. Pollock, K.C., and Mr. McNeill, a new barrister recently from Shanghai, instructed by Mr. F. B. L. Bowley (Crown Solicitor) represent the plaintiffs. Sir Henry Berkeley, K.C., instructed by Mr. D. Atkinson, of Messrs. Deacon, Looker and Deacon, appears for Li Po Kam, whilst Mr. M. W. Slade, instructed by Mr. G. E. Hall Bruton, represents the other defendant, Li Po Yung.

Mr. M. W. Slade opened the proceedings and occupied the attention of the Court for over two hours. He confined himself to quoting authorities at length and in the cross-examination of Li Po Yung, one of the directors in the Yung Shing Company.

Some amusing incidents were brought to light in the cross-examination of Li Po Yung by the Hon. Mr. H. E. Pollock, K.C. The witness, who gave his evidence in Chinese, deposed the following illuminating statements:—

Were you at school in Hongkong?—No.

Did you ever learn English?—Yes, in my house.

Was there anyone to teach you?—Yes.

What sort of a person was he?—His name is Li Wai Ching.

Who was he, a schoolmaster?—No.

Then what was he?—He was employed in the National Bank of China.

How long did he teach you English?—For two or three years.

Was there anybody else besides him to teach you?—Yes, Mr. Woodcock, formerly of Queen's College, now in the Sanitary Board, was also my tutor.

So that you studied English altogether for about five years?—Yes, but not the whole day.

Can you read English, as well as write and talk it?—Yes.

Can you read that letter?

At this stage, a letter was handed to witness, who made a fair attempt in reading it.

How many directors' meetings were held in 1905, *i.e.*, the 31st year?—I cannot remember.

About how many do you think?—We very seldom held meetings.

And in 1905?—The case was the same as in the previous year.

Being at this juncture handed a book containing minutes of directors' meetings, witness said that the second meeting was held on the 25th day of the 2nd moon.

The first meeting of all was a general meeting of the Company, 5th January, 1905?—Yes.

Were you at that meeting?—No.

There was a second meeting on 30th March, 1905. Was that a directors' meeting?—Not a directors' meeting, but of shareholders.

You mean a general meeting?—Yes.

Were you present?—Yes.

What was the next meeting after that?—The next meeting was held on 30th August, 1905.

What was that meeting?—A directors' meeting.

Were you there?—Yes.

When was the next meeting?—On 6th January, 1906.

Was that a shareholders' or directors' meeting?—According to regulations, we call it a meeting of directors, but there was a shareholder present.

When was the next meeting?—On 19th March, 1906.

Was this a shareholders' meeting?—Yes.

Next one?—3rd August, 1906.

Was it a shareholders' or directors' meeting?—Well, it was a meeting of directors, shareholders and committee.

A sort of general meeting?—Yes.

Were you present?—Yes.

When was the next meeting after this?—On 25th November, 1906.

Were you present?—No.

The next meeting I believe was in the following year?—Yes.

What date?—10th April, 1907.

Um Lee Hing, the manager, is a very old man?—Yes.

As a matter of fact, Lai Yung Shing does most of the managing business?—I don't know.

Don't you know anything about the management of the Company?—Yes, I know Um Lee Hing.

What is Lai Yung Shing?—He is the man who goes out selling money.

Was not Lai Yung Shing in the habit of being present at directors' meetings or other meetings?—Yes.

After further cross-examination, the Court adjourned to two o'clock.

Cross-examined by Sir Henry Berkeley.

Are you a director of other companies besides the Yung Shing?—No.

Are you the manager of other businesses?—No.

Are you not the manager or director of any business at all?—I was at one time a director of the Hongkong Steamship Company.

Didn't it matter to you who brought the property so long as a fair price was obtained?—Yes, it did matter.

Why, what would it matter so long as you are able to realise a large price?—I might find someone else who might offer a higher price.

Do you still say that you had no idea that the property was sold till the 9th of January, when you received the letter from Dennys and Bowley?—Yes.

Do you see your name there?—Yes.

At this point, Sir Henry Berkeley read a letter from Wilkinson and Grist to Kwok Hing Ting. In introducing it to the Court, the learned Counsel remarked that the letter was from an eminent firm of solicitors in Hongkong.

Do you still adhere to your statement that the first intimation you had of the sale of the property to Kwok Hing Ting was from the letter of Dennys and Bowley, dated the 9th January, 1907?—Yes, I still adhere to my former statement.

You knew that Kwok Hing Ting was taking steps to effect the sale of the property?—Yes, but I did not know of the actual sale till I received the letter of the 9th January.

You said in the cross-examination that you made further inquiries, but gained no information, so that you had to abandon the action?—Yes.

What did your further inquiries consist of?—I sent some friends to make inquiries. I am sure that if I conducted them myself, I couldn't have obtained any information.

Then do you mean to say if you had made inquiries of such firms as Messrs. Wilkinson and Grist, Dennys and Bowley, and Johnson, Stokes and Master, they would have tried to conceal from you the sale of the property?—Yes.

Do you admit your statement to Mr. Pollock that you did not personally take active interest in the sale of the property?—Yes.

You have used the expression that Kwok Hing Ting was employed as a broker by the Hip On Company five times. Some one must have prompted you to make a special point of the fact?—I simply try to tell the truth.

It would not have been anything unusual if you had employed Kwok Hing to sell the property?—No.

For instance, you remember there was a transaction on the 10th or 11th December, 1906, about a month after the sale of your property, by Lammert?—Yes.

The proceedings were still in progress when the Court rose.

To-day's Advertisements.

COLLEGIO DE SANTA ROSA DE LIMA.

A HIGH-CLASS BOARDING AND DAY SCHOOL FOR YOUNG LADIES, MACAU.

Under the Patronage of His Lordship, the Bishop of Macau.

THE Classes of the above Establishment will RE-OPEN on the Ninth of September next.

The teaching of foreign languages forms the principal feature of the College; the teachers all being Europeans, Portuguese, English, French, and German are taught by skilled certificated teachers. There are four Portuguese lady teachers from Portugal, two English, two French, and one German, all possessing diplomas of Certified Trained Teachers.

Besides languages, the girls are taught in their own languages Geography, History, Arithmetic, Religion, Morality, and Civility.

Music, also, Vocal and Instrumental (Piano); Drawing, Lineal and Ornamental; Painting, Oil, and Water-Colour; Needlework, and Embroidery are taught by the same able ladies.

The Convent is situated at the East end of Praia Grande, overlooking the sea. The Class rooms, and dormitory are very roomy and airy. Excellent table. The Sanitary Arrangements are perfect.

The health and deportment of the children are the objects of special care. A monthly report of the progress and behaviour of the girls is sent to the parents.

For terms, and further particulars, apply to THE LADY SUPERIORESS.

Macao, 11th August, 1908. [744

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING,"

Captain Passmore, will be despatched for the above Ports, on SUNDAY, the 16th August, at 10 o'clock A.M.

A Reduction of 20 % on First Class Fares to Foochow will be made during the Months of August and September.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 11th August, 1908. [743

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "JESERIC," FROM NEW YORK.

CONSIGNEES of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th August, at 3 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th August, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 21st August, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ARNHOLD KARBERG & Co., Agents.

Hongkong, 11th August, 1908. [746

KOWLOON CRICKET CLUB.

SATURDAY Next, August 15th.

GRAND PROMENADE CONCERT, AT 9 P.M.

on the CLUB GROUND, KING'S PARK, Kowloon.

An excellent programme has been arranged consisting of Songs, Recitations, &c., by local Ladies and Gentlemen. Full Band of the

13TH RAJPUTS

(Bandmaster C. Coke) by kind permission of Major Evans and Officers of the Regiment.

PROGRAMME.

1. Selection...Lilts & Dances o' Braid Scotland Band of the 13th Rajputs.
2. Song ..... Mr. F. T. Chapple
3. Song...The Message ..... Mr. L. Broughall
4. Selection...The Country Girl, Band of the 13th Rajputs.
   Song "Under the Deoda" Miss Helen Thorne
5. Recitation ..... Mr. Hutchinson
6. Song..."Toreador" ..... Senor Torras
7. Song ..... Mr. Benedetto

INTERVAL.

Selection "The Mikado", Band of 13th Rajputs

PART II.

1. Song...Down the Vale ...Miss Parke
2. Song ..... Mr. E. B. Ayres
3. Song..." My ain Folk"...Mrs. L. Broughall
4. Song ..... Mr. Benedetto
5. Selection..." The Gondoliers" Band of the 13th Rajputs.
   Song "Sparkling Eyes" Miss Helen Thorne
6. Song ..... Mr. P. W. Goldring
7. Song ..... Senor Torras

GOD SAVE THE KING.

Admission.....$1.00

Tickets may be obtained from Members or of T. CHEE, Hon. Secretary.

Hongkong, 11th August, 1908. [745

FIRE ON THE "TAI ON."

A PAINTER INJURED.

A tin of kerosene oil on board the s.s. *Tai On*, while she was alongside her wharf, was accidentally set on fire between one and two o'clock yesterday afternoon. A Chinese painter, who was working at the time, had the misfortune of getting his clothes burnt. The Chinaman was enveloped in flames and before assistance could reach him he had been so badly burnt as to necessitate his removal to the Tung Wa Hospital where he is undergoing treatment.

Through the presence of mind of a Chinese member of the crew a piece of canvas was promptly thrown over the burning kerosene tin and by that means the fire was extinguished. No damage was done to the steamer.

Intimations.

SPECIAL BARGAINS!

IN

HIGH CLASS PIANOS.

	TO CLEAR.	ORDINARY PRICE.
Collard -	$480	$600
Broadwood	225	400
Rachals -	380	550
Own Make	250	360
Krauss -	400	600
Haake - -	325	450

WEAR GUARANTEED.

WILL BE STORED UNTIL REQUIRED.

CASH or CREDIT

PIANOS FOR HIRE

$8

per Month.

ROBINSON PIANO CO., LTD.

Hongkong, 16th July, 1908 [95

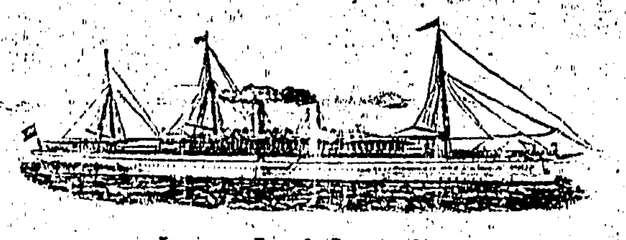
PEACE

NOOL LETOH.

WAEOH EHE

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF INDIA"	6,000	SATURDAY, Aug. 15th	Sept. 5th
"EMPRESS OF JAPAN"	6,000	SATURDAY, Sept. 5th	Sept. 26th
"LENNOX" *	3,700	FRIDAY, Sept. 11th	Oct. 10th
"EMPRESS OF CHINA"	6,000	SATURDAY, Sept. 26th	Oct. 17th
"MONTEAGLE"	6,163	SATURDAY, Oct. 3rd	Oct. 27th
"EMPRESS OF INDIA"	6,000	SATURDAY, Oct. 17th	Nov. 7th

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
"EMPRESS" steamships depart from Hongkong at 4 P.M.
S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class .....*via* Canadian Atlantic Ports or New York £71.10.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways,.. " " £40. " " £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, &c.,
15] *Corner Pedder Street and Praya, Opposite Blake Pier.*

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI	*YATSHING*†	THURSDAY, 13th Aug., Noon.
S'GAPORE, PENANG & CALCUTTA	*KUTSANG**	FRIDAY, 14th August, 2 P.M.
MANILA	*LOONGSANG**	FRIDAY, 14th Aug., 4 P.M.
SHANGHAI	*WINGSANG*†	SATURDAY, 15th Aug., Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	*FOOKSANG*†*	MONDAY, 17th August, Noon.
MANILA	*YUENSANG**	FRIDAY, 21st August, 4 P.M.

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.

The steamers *Kutsang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LD.,
General Managers.

Telephone No. 61.
Hongkong, 11th August, 1908. [10

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.	
HAIPHONG	"HUPEH"	12th	Aug., daylight.
CHEFOO & TIENTSIN	"HUICHOW"	14th	" 2 P.M.
MANILA	"TAMING"	18th	" 4 P.M.
NINGPO & SHANGHAI	"SHANSI"	18th	" "
MANILA, ZAMBOANGA and AUSTRALIA	"CHANGSHA"	2nd	Sept., "

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.
Hongkong, 11th August, 1908 [13

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	Almond	MANILA	SATURDAY, 15th Aug., at Noon,
ZAFIRO	2540	R. Rodger	"	SATURDAY, 22nd Aug., at Noon.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 8th August, 1908. [11

Shipping—Steamers.

NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

THE Co.'s Newly Built Passenger Steamer

"KAMO MARU"

(Tons 9,000 gross reg., Captain F. L. Sommer), will be despatched as above TO-MORROW, 12th August, at Daylight.

Every known comfort provided on board for travellers: First class staterooms amidships comprising ordinary Two Berth Cabins, Single Berth Cabins and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardess. Unexcelled service.

Cheapest passage rates to Europe and around-the-world. For further particulars apply to
NIPPON YUSEN KAISHA.

Hongkong, 13th July, 1908 1665

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship
"HAICHING,"
Captain Passmore, will be despatched for the above Ports, on FRIDAY, the 14th August, at 2 o'clock P.M.

A Reduction of 20 % on First Class Fares to Foochow will be made during the Months of August and September.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 10th August, 1908. [743

NORTHERN PACIFIC LINE

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY,

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing date. 1908.
*Kumeric**	6,232	...Cowley	...On 19th Aug.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.
Hongkong, 31st July, 1908. [10-20

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship
"EASTERN,"
Captain McArthur, will be despatched as above on THURSDAY, the 20th August, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 30th July, 1908. [716

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ...Capt. H. W. WALKER.
"KWONG SAI" .....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey .....$4.
Meals .....$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 3rd July, 1908. [1

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship
"AUSTRALIEN,"
Captain Perron, will be despatched for the above Ports on or about MONDAY, the 17th instant.

For Freight or Passage, apply to
P. NALIN,
Acting Agent.

Hongkong, 10th August, 1908. [14

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship
"FLINTSHIRE"
Captain G. C. Cundy, R.N.R., will be despatched for the above Ports on or about the 25th August, 1908.

Surgeon and Stewardess carried.

For Freight and Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 11th August, 1908. [686

Intimations.

PABST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES
ALWAYS KEPT IN STOCK
BY
SIEMSSEN & Co.,
Agents for
HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907. [5c

LEE YEE
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES
FOR SALE.
12, D'AGUILAR STREET,
HONGKONG.

Hongkong, 3rd September, 1907. [6

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net $5.50 per Cask ex Factory.
In Bags of 250 lbs. net $3.85 per Bag ex Factory
SHEWAN TOMES & Co.,
General Managers.

Hongkong, 28th April, 1908. [25

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGEE (TASTELESS) FORM.

A WONDERFUL DISCOVERY.

THIS is the age of research and experiment, when all nature seems to speak to be ransacked by the scientific for its secrets and happiness of man. Science has indeed made giant strides during the past century, and among the—by no means least important—discoveries in medicine comes that of

THERAPION.

This preparation is unquestionably one of the most genuine and reliable Patent Medicines ever introduced, and has, we understand, been used in the Continental Hospitals by Ribord, Rostan, Jobert, Velpeau, Maisonneuve, the well-known Chassaignac, and indeed by all who are regarded as authorities in such matters, including the celebrated Lallemand, and Roux, by whom it was some time since uniformly adopted, and that it is worthy the attention of those who require such a remedy we think there is no doubt. From the time of Aristotle downwards, a potent agent in the removal of these diseases has (like the famed philosopher's stone) been the object of search of some hopeful, generous minds; and far beyond the mere power—if such could ever have been discovered—of transmuting the baser metals into gold is surely the discovery of a remedy so potent as to replenish the failing energies of the confirmed *roué* in the one case, and in the other so effectually, speedily and safely to expel from the system without the aid, or even the knowledge, of a second party, the poisons of acquired or inherited disease in all their protean forms as to leave no taint or trace behind. Such is

THE NEW PATENT REMEDY
THERAPION

which may certainly rank with, if not take precedence of, many of the discoveries of our day, about which so little ostentation and noise have been made; and the extensive and ever-increasing demand that has been created for this medicine wherever introduced appears to warrant us in the belief that it is destined to cast into oblivion all those pernicious remedies that were formerly the pets reliances of medical men. Therapion may be obtained of the principal chemists and purveyors throughout the world.—*Diamond Field Advertiser, Kimberley.*

Sold by all Chemists. [5

HONGKONG AVERAGE MARKET PRICES.

Corrected 8th August, 100 cts. per $ Mex.

BUTCHER MEAT.

	Cents.	
Beef sirloin & prime cut—Mei Lung Pa	lb	18
" Corned—Ham Ngau Yuk	"	18
" Roast—Shiu " "	"	18
" Breast—Ngau Lam	"	13
" Soup, Tong Yuk	"	15
" Steak—Ngau Yuk Pa	"	18
" " Sirloin—Ngau Lau	"	28
" Sausages,—Ngau Yuk Chaung	"	26
Bullock's Brains— " Know	per set	10
" Tongue fresh—Ngau Li	each	50
" " corned—Ham Ngau Li	"	58
" Head—Ngau Tau	"	80
" Heart—Ngau Sum	per lb	12
" Hump, Salt—Ngau Kin	"	18
" Feet—Ngau Keok	each	7
" Kidneys—Ngau Yiu	"	10
Tail—Ngau Mei	"	17
" Liver—Ngau Con	lb	12
" Tripe (undressed)—Ngau To	"	7
Calves' Head and Feet—Ngau-chai-tau-kok	set	$1.00
Mutton Chop—Yeung Pai Kwat	lb	22
" Leg—Yeung Pei	"	22
" Shoulder—Yeung Shau	"	20
Pigs' Chitlings—Chi cheong	"	24
" Brains—Chi Know	per set	2
" Feet—Chi Keok	"	12
" Fry—Chi Chak	"	18
" Head—Chi Tau	"	14
" Heart—Chi Sum	each	10
" Kidneys—Chi Yiu	pair	10
" Liver—Chi Kon	lb	30
Pork, Chop—Chi Pai Kwat	"	22
" Corned—Ham Chu Yuk	"	—
" Leg—Chu Pei	"	22
" Fat or Lard—Chu Yau	"	18
Sheep's Head and Feet—Yeung Tau Keok	set	50
" Heart—Yeung Sum	each	6
" Kidneys—Yeung Yiu	"	10
" Liver—Yeung Con	lb	22
Sucking Pigs, To Order—Chu Chai	"	22
Suet Beef—Sing Ngau Yau	"	20
" Mutton—Sang Yeung Yau	"	24
Veal—Ngau Chai Yuk	"	20
" Sausages—Ngau Chai Yuk Tong	"	20

POULTRY.

Chicken—Kai Chai	lb	33
Capons, Large, Small—Sin Kai	"	33
Ducks—Ap	"	18
Doves—Pan Kau	each	18
Eggs, Hen—Kai Tan	per doz.	24
Fowls, Canton—Kai	lb	35
" Hainan—Hoi Nam Kai	"	20
Geese—Ngo	"	16
Geese, Wild Shanghai—Sheung Hoi Ye Ngo	pair	—
Musk Deer—Wong Keng	each	—
Hare—Tu Chai	"	—
Partridge—Chu Khoo	"	—
Pheasant—Shan Kai	pair	
Pigeons, Canton—Pak Kup	each	25
" Hoihow—Hoihow Pak Kup	"	22
Quail—Um-Chun	"	28
Rice Birds—Wo Fa Cheuk	dozen	—
Snipe—Sa Chui	each	—
Turkeys, Cock—Fo Kai Kung	per lb	55
" Hen— " " Na	"	40
Wild Ducks, Shanghai, Sui-ap	pair	—
Teal, Shanghai, Sui Ap Chai	"	—
Wild Ducks Canton—Sang Shing Sui Ap	per pair	—

FISH.

Barbel—Ka Yu	lb	10
Bream—Bin Yu	"	22
Canton Fresh Water Fish—Hoi Sin Yu	"	22
Carp—Li Yu	"	24
Catfish—Chik Yu	"	13
Codfish—Mun Yu	"	20
Crabs—Hai	"	20
Cuttle Fish—Muk Yu	"	16
Dab—Sa Mang Yu	"	15
Dace—Wong Mei Lun	"	12
Dog Fish—Tit Tu Sa	"	10
Eels, Congor—Hai Man Yu	"	16
" Fresh water—Tam Sui Yu	"	22
" Yellow—Wong Sin	"	32
Frogs—Tien Kai	"	36
Garoupa—Sek Pan	"	60
Gudgeon—Pak Kap Yu	"	13
Herrings—Tso Pak	"	24
Halibut—Cheung Kwan Yu	"	28
Labrus—Wong Fa Yu	"	20
Loach—Wu Yu	"	32
Lobsters—Lung Ha	"	36
Mackerel—Chi Yu	"	16
Monk Fish—Mon Yu	"	32
Mullet—Chai Yu	"	24
Oysters—Sang Hoo	"	20
Parrotfish—Kai Kung Yu	"	18
Perch—Tau Loo	"	15
Pike—Fa Paw Poong	"	9
Plaice—Pan Yu	"	22
Pomfret, Black—Hak Chong	"	26
Pomfret, White—Pak Chong	"	32
Prawns—Ming Ha	"	48
Ray—Pei Pa Sa	"	10
Rock Fish—Sek Kau Kung	"	18
Roach—Chau Yu	"	32
Salmon (Great) fresh water—Ma Yau Yu	"	40
Shark—Sa Yu	lb	12
Skate—Po Yu	"	14
Shrimps—Ha	"	28
Snapper—Lap Yu	"	28
Soles—Tat Sa Yu	"	32
Tench—Wan Yu	"	32
Turbot—Cho How Yu	"	24
Turtles, small, fresh water—Kwok Yu	"	80
White Bait—Ngau Yu Chai	"	—

FRUITS.

Almond—Hung Yan	lb	24
Apples, (California)—Kam San Ping Ko	"	34
" (Chefoo)—Tin Chun Ping Ko	"	12
" Small—Hoi Tong	"	24
" Custard—Fan Lai Chi	each	8
Bananas, fragrant, Canton—Sang Sheng Heung Chiu	lb	5
" (brides), Macao—San Heung Chiu	"	5
Chestnuts, Chinese—Foong Lut	"	7
Carambola—Yeung Tou	"	10
Cocoanuts—Yeh Tsz	each	10
Grapes—Sin Tai Tsz	lb	10
Lemons, China—Ning Moong	"	10
" Amer.—Kum San Ning Moong	"	7
Lichees, Small Stone—Lai Chi Con	"	8
" Fresh, Lai Chi	"	—
Limes, (Saigon)—Sai Kung Ning Moong	each	—
Mango, Manila—Lui Sung Mong	"	—
Mango, Saigon—Sai Kung Moong	"	—
Mangosteens, San Chuk Tsz per 100	"	—
Oranges, Tim Chang	lb	4
" Small—Tat Kut	catty	—
" Mandarin—Tim Kut	"	—
Olives—Pak Lam	lb	8
Passion Fruit	each	—
Pears, (American)—Kam San Shut Li	lb	—
" (Canton), Cooking—Sa Li	"	7
" (Shanghai)—Sheung Hoi Li	"	18
Peanuts,—Fa Sang	"	10
Persimmons, Large,—Hung Chie	"	25
Pine-apples, 1st quality—Sheung Poon Ti Paw-law	each	10
" 2nd cooking—Chung-tang Paw-law	"	5
Plantains—Tai Chiu	lb	4
Plums, Swatow—Hung Lai	"	8
Pumelo, Siam—Chim Lo Yau	each	10
Walnuts, Hop Tou	"	12
" Green—Sang Hop Tou	"	5
Shanghai Lo Kwat	lb	—

VEGETABLES, &c.

Artichokes, Shanghai,—Sheung Hoi Ah Chi Chauk	lb	8
Beans, (French) Macao—Oh Moon Pin Tau	"	—
Beans, (French), Shanghai—Sheung Hoi Pin Tau	"	8
Beans, Sprout—Ah Choi	"	2
Beans, Long—Tau Kok	"	8
Beet Root—Hung Choi Tau	each	2
Brinjals, Green—Cheng Yuen Ker	"	5
Brinjals, Red—Hung Ker	"	5
Brassica—Pak Choi	"	4
Bamboo Shoots—Chook Shun	"	3
Cabbage, Chinese, com.—Kai Choy	"	4
Cabbage, Red—Kai Lan Tau	each	—
Cabbage, (Shanghai)—Yeh Choi	"	18
Cane Shoots, bunch—Kau Shun	"	—
Cauliflower, Large size—Tai Yeh Choi Fa	each	—
Cauliflower, Medium size—Cheung Yeh Choi-fa	each	—
Cauliflower, Small size—Sai Yeh Choi-fa	"	—
Carrots—Kam Shun	"	6
Celery, Chinese—Tong Kan Choy	"	5
Celery, English—Yeung Kan Choi	"	—
Celery, White—Pak Yeung Kan Choi	"	—
Chillies, Dried—Con Lat Chiu	"	10
" Red—Hung Fa	"	8
" Green—Cheng Lat Chiu	"	8
Curry Stuff, English—Ka Lee Choi Liu	"	8
Cucumbers—Cheng Kwa	"	8
Bitter Squash—Fu Kwa	"	10
Garlic—Suen Tau	"	8
Ginger, young—Sun Tsz Keung	"	8
" old—Lo Keung	"	8
Horse Radish, Shanghai—Lik Kan	lb	15
Indian Corn—Suk Mai	piece	4
Lettuce—Yeung Sang Choi	each	8
Water Chesnuts—Ma Tai	"	8
" Mandarin—Kwai Lum Ma Tai	"	8
Musk Melon	"	—
Mushrooms, Fresh—Sang Cho Kho	"	10
Onions, Bombay—Yeung Chung Tau	"	6
" Green—Sang Chung	"	4
" S'hai—Sheung Hoi Chung Tau	"	5
" Japan—Yat Poon " "	"	—
Okroes—Mo Ker	"	—
Parsley, English—Yeung-Un Sai	lb	$2.00
Cradus Pea	"	—
Green Peas—Cheng Tau	"	15
Potatoes, Sweet—Fan Shu	"	3
" Shanghai—Sheung Hoi Shu Tsai	"	3
" Japan—Yat Poon Shu Tsai	"	3
" American—Fa Ki " "	"	—
" Foochow—Fuk Chau Shu Tsai	"	3
" Macao—Oh Moon " "	"	—
Pumpkin—Toong Kwa	"	4
Radish—Hung Lo Pak Tsai	lb	5
Rhubarb	"	—
Shalots—Con Chung Tau	"	7
Spinage (Chinese)—Paw Choi	"	4
Spinach—Yin Choi	"	5
Tomatoes—Fan Ker	"	10
Taros—Wu Tau	"	4
Turnips, Pun-li (Long)—Low Pak	"	4
" English—Yeung Low Pak, piece	"	—
Vegetable Marrow—Chit Kwa	"	5
Water Cresses—Sai Yeung Choi	"	20
" Caltrops—Lau Kok	lb	—
" Lily Roots—Lin Ngau	"	5
Yams—Tai Shu	"	8
Sage	per bundle	—

The prices necessarily vary from day to day, and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

C. MACFARLANE,
Secretary, Sanitary Board.

A QUEER LITTLE PIGMY.

A WAIF OF THE SEA.

A Ceylon paper describes a quaint little being, which is about to visit Ceylon, in this paragraph :—

Trelawney, the Cornish Pixie, is on his way to Ceylon after a tour in India. The dwarf is a physiological and anthropological puzzle. He was picked up after a wreck off Penance on January 5th, 1905. His nationality and origin are a complete mystery.

He speaks an unknown guttural tongue which linguists have been entirely unable to apprehend. He has, however, rapidly acquired a knowledge of French and English, but is unable as yet to give any connected account of his previous history, or whence he comes, in either of these languages.

Professor Daixen, lecturing in Berlin 13 months ago, maintained he was a survivor of a race of pigmies who inhabited the northern part of Europe some 8,000 years ago, but equally eminent authorities assert he is a descendant of a well-known extinct race, once inhabiting the Montezuma region, Central Mexico, of whose existence traces have recently been found, their distinguishing feature being the small but exceedingly well-shaped head. He is supposed to be anything between 48 and 75 years of age. His weight is 61 lbs., and height 25½ inches.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/9 5/16
Do. demand	1 9⅜
Do. 4 months' sight	1/9⅜
France—Bank T.T.	2.23½
America—Bank T.T.	43½
Germany—Bank T.T.	1.81
India T.T.	134½
Do. demand	134
Shanghai—Bank T.T.	74½
Singapore—Bank T.T. per H.K. $100	76½
Japan—Bank T.T.	87½
Java—Bank T.T.	116⅝

Buying.

4 months' sight L/C.	1 9⅛
6 months' sight L/C.	1/9⅛
30 days' sight San Francisco & New York	44½
4 months' sight do.	45½
30 days' sight Sydney & Melbourne	1 9⅝
4 months' sight France	2.28½
6 months' sight "	2.30½
4 months' sight Germany	1.85½
Bar Silver	24
Bank of England rate	2½ %
Sovereign	1. $11.09

SHIPPING AND MAILS.

MAILS DUE.

German (*Scharnhorst*) 12th inst.
German (*Derfflinger*) 12th inst., 3 p.m.
Indian (*Fookshang*) 4th inst.
Indian (*Kumsang*) 18th inst.
American (*Korea*) 20th inst.

The E. & A. Co.'s s.s. *Aldenham*, left Sydney on 9th inst. for this port, via Queensland Ports, Timor and Manila.

The Imperial German Mail s.s. *Scharnhorst* left Foochow to-day, at 8 a.m., and may be expected here on 12th inst., at 6 p.m.

The T. K. K.'s.s. *Tenyo Maru* with the American mail will be due to arrive at this port to-morrow between 10 a.m. and noon.

The s.s. *Nubia* is due here at daylight, on 12th inst., and will leave for Marseilles, London and Antwerp at 5 p.m., the same day.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory :—

On the 11th at 12.54 p.—The barometer has risen quickly over Formosa and the China coast.

The highest pressure is probably lying over Japan, and the lowest over China to the South of the Yangtze.

Many of the returns are not yet in hand.

Moderate variable winds may be expected in the Formosa Channel, and moderate or fresh monsoon over the China Sea.

Telegraphic communication between the Observatory and Hongkong is interrupted.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S.W. winds, moderate; fair at first, showery with thunder later.

2.—Formosa Channel, variable winds, moderate.

3.—South coast of China between Hongkong and Lamocks, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

The Ships Passed Canal.

3rd July—*Ceylon, Jeseric, Ernest Simons, Pak Ling, Nyanza.* 7th July—*Indrawadi, Benglos, Satsuma, Prinz Regent Luitpold, Sithonia, Shimosa, Yang Tsze.* 10th July—*Denbighshire, Sumatra, Yarra, Myrmidon, Priam, Tamba Maru.* 14th July—*Diomed, Glaucus, Prinz Heinrich, Cathay, Kanagawa Maru, Glamorganshire.* 17th July—*Ambria, Idomeneus, Palma, Hector, Tonkin, Macduff, Yunnan, Boveric, Selanga, Andalusia.* 21st July—*Benlawers, Candia, China,* (Aus.) *Scandia, Glenlochy.* 24th July—*Australian, Jason, Inaba Maru, Stentor, Indrani, Verona, Segovia.* 28th July—*Brazilia, Crewhall, Kleist, Palermo, Prometheus, Hakata Maru, Memnon, Derflinger.* 31st July—*Benlomond, Ningchow, Nore, Polynesian, Maria Rickmers, Teucer.* 4th August—*Ailsa Craig, Prinz Eitel Friedrich, Glenlarn, Kintuck, Benvenue, Namur, Oceano.* 7th August—*Gorbea, Brisgavia, Calchas, Ernest Simons, Ilias, Karlsruhe, Kennebec, Kamakura Maru, Tydeus, Oessiant.*

Arrivals at Home—3rd July—*Seneca.* 7th July—*Hitachi Maru.* 10th July—*Bombay Maru, Indian, Bulow, Ernest Simons, Sikh.* 14th July—*Tudor Prince, Ping Suey.* 17th July—*Yang Tsze.* 21st July—*Sangambia, Kanagawa Maru, Priam.* 24th July—*Glaucus.* 28th July—*Denbighshire, Prinz Heinrich, Tonkin.* 29th July—*Poona.* 31st July—*Canton, Stentor.* 4th August—*Kleist, Ceylon, China,* (Aus.) *Duke of Argyle, Rhein, Scandia, Sithonia, Hakata Maru, Saxonia, Candia.* 7th August—*Diomed, Polynesian.* 10th August—*Palermo.*

Shipping.

Arrivals.

Kamo Maru, Jap. s.s., 5,886, F. L. Sommer, 10th Aug.,—Japan via Shanghai 7th Aug., Gen.—N. Y. K.

Wingsang, Br. s.s., 1,517, D. A. King, 10th Aug.,—Shanghai via Swatow 9th Aug., Gen.—J., M. & Co.

Shantung, Ger. s.s., 1,000, G. Gosewisch, 10th Aug.,—Bangkok 31st July, Rice and Meal.—M. & Co.

Petchaburi, Ger. s.s., 2,190, C. Wolff, 10th Aug.,—Bangkok 2nd Aug., and Swatow 9th, Rice, Meal and Wood.—B. & S.

Rubi, Br. s.s., 1,619, R. W. Almond, 10th Aug., —Manila 8th Aug., Cotton and Cigars.—S., T. & Co.

Phranang, Ger. s.s., 1,021, Fr. von Mangelsdorff, 11th Aug.,—Bangkok 4th Aug., Rice, Meal and Salt.—B. & S.

Chiyuen, Ch. s.s., 1,171, C. Stewart, 11th Aug., —Canton 10th Aug., Gen.—C. M. S. N. Co.

Jeseric, Br. s.s., 3,113, H. G. Thomson, 11th Aug.,—New York 9th July, Gen.—A., K. & Co.

Antuog, Nor. s.s., 904, Danielsen, 11th Aug.,— Hamburg 18th June, Machinery.—H. A. L.

Siam, Br. s.s., 197, Robt. Binns, 11th Aug.,— from Singapore, Kerosine Oil.—Mr. Geo. McBain.

Johanne, Ger. s.s., 952, Iversen, 11th Aug.,— Delhi 1st Aug., and Swatow 11th, Gen.—J. & Co.

Clearances at the Harbour Office

Antung, for Takao.
Hinsha, for Chinkiang.
Catherine Apcar, for Singapore.
Hupeh, for Haiphong.
Tean, for Manila.
Triumph, for Kwong-chow-wan.
Montrose, for Singapore.
Coane Borge, for Canton.
Tichta, for Singapore.
Kamo Maru, for Singapore.
Palaus, for Manila.
Haimun, for Swatow.

Departures

August 11.

Caravellas, for Kobe.
Menelaus, for Singapore.
Quinta, for Saigon.
Yertmo Maru, for Pekalongan.
Kwangtak, for Canton.
Hutchow, for Canton.
Kaiwsburg, for Kwong-chow-wan.
Wingsang, for Canton.
Catherine Apcar, for Calcutta.
Haimun, for Coast Ports.
Kwetysang, for Shanghai.
Id monius, for Keelung.
Ichta, for Bombay.
Ithaka, for Chinkiang.
Tean, for Manila.
Yeboshi Maru, for Shanghai.
Taikosan Maru, for Sourabaya.

Passengers arrived.

Per *Rubi*, from Manila—Messrs. Miller, Nixon, Lluville, Toomey, Baly, Jaedicher, Cook, Linlois, Alff, and 12 Chinese.

Per *Kamo Maru*, from Japan for Hongkong —Miss T. Kimura, Mrs. K. Shinobe, Dr. R. O. J. Eytings, Mr. and Mrs. G. Domingo, Mrs. T. Nakaya and 2 children, Mr. J. M. Simpson, Miss Yamashita, Messrs. S. Fujita, Corritto, Chu Tan Pun, Pong Ya Tam, Masters Wong Tai Loi and Hoi Yan Chee. For Singapore—H.E. Minister S. Joshida, Mrs. H. O. Zimmerman, Messrs M. Hassie, S. N. Boal and S. Debo. For Genoa—Mrs. D. H. James. For Marseilles—Mr. and Mrs. A. Arigoshi, Dr. T. Tennoda, Mr. and Mrs. K. Kijima, Miss K. Shinbo and A. Narishima. For London—Mr. and Mrs. Y. Yamazi, Miss M. Kawamasu, Mr. K. Ishikawa, Miss K. Tani, Messrs. N. Smart, G. Matsumoto, M. Nagai, J. Tenda, N. Michida, J. Wong Jim Coy, Shi Hoy. For Port Said —Mr. and Mrs. G. Zweiger and 3 children.

Shipping Reports.

Str. *Petchaburi*, from Bangkok and Swatow : —Fine weather, small W.N.W. sea.

Str. *Wingsang* from Shanghai via Swatow : —Moderate S.S.W. winds and sea.

Str. *Shantung*, from Bangkok :—Moderate to fresh S.W. to W'ly wind, fine weather.

Str. *Phranang*, from Bangkok :—Fine clear weather with moderate S.W'ly monsoon and moderate swell.

Str. *Rubi*, from Manila :—Moderate to fresh S.W. winds, moderate sea, cloudy sky, occasional rain squalls throughout.

VESSELS IN PORT.

STEAMERS.

Aki Maru, Jap. s.s., 3,995, M. Yagi, 9th Aug., Shanghai 6th Aug., Gen.—N. Y. K.

Anghin, Ger. s.s., 1,001, C. Kümpel, 7th Aug., —Bangkok 24th July, Salt and Rice.—B. & S.

Aphrodite, Br. s.s., 7,325, J. W. Smith, 31st July,—Muroran (Japan) 21st July, Coal.—D. & Co., Ld.

Barra, Br. s.s., 2,404, Wayte, 24th July,—New York 7th May, and Durban 28th June, Case Oil.—S. O. Co.

Chatham, Br. s.s., 2,316, A. J. Duff, 5th Aug.,— Callao 24th June, Ballast.—Li Chan & Co.

Chowfa, Ger. s.s., 1,050, L. Spiesen, 7th Aug., —Bangkok 31st July, Rice, Salt and Gen. —B. & S.

Chowtai, Ger. s.s., 1,115, W. Möllerman, 8th Aug.,—Bangkok 31st July, Rice.—M. & Co.

Courtfield, Br. s.s., 4,897, J. Wiseman, 25th May,—Moji 20th May, Coal.—M. B. K.

Derwent, Br. s.s., 1,657, J. Jenkins, 9th Aug.,— Saigon 5th Aug., Rice and Gen.—Man Fat.

Empress of India, Br. s.s., 3,032, E. Beetham, R.N.R., 6.h Aug.,—Vancouver 15th July, and Shanghai 3rd Aug., Mails and Gen.—C. P. R. Co.

Frithjof, Nor. s.s., 891, O. Andersen, 8th Aug., —from Saigon, Rice.—Asgaard, Thoresen & Co.

Hanoi, Fr. s.s., 742, J. Pannier, 10th Aug.,— Haiphong and Ports 9th Aug., Gen.—A. R. M.

Hupeh, Br. s.s., 1,205, G. J. Spink, 8th Aug.,— Haiphong 5th Aug., Rice and Gen.—B. & S.

Iuveran, Br. s.s., 2,853, Marshall, 30th July,— Newcastle 11th July, Coal.—A., K. & Co.

Kutsang, Br. s.s., 3,210, R. C. D. Bradley, 7th Aug.,—Moji 3rd Aug., Gen.—J., M. & Co.

Machew, Ger. s.s., 995, R. G. Zollner, 6th Aug.,—Bangkok 26th July, Rice, Meal, Salt and Wood.—B. & S.

Mantai, Nor. s.s., 1,001, Gabrielsen, 31st July, —Borneo 25th July, Coal.—Wallem & Co.

Montrose, Br. s.s., 2,885, R. Clegg, 10th Aug., —Keelung 7th Aug., Gen.—S., T. & Co.

Nanshan, Br. s.s., 1,277, A. Jones, 5th Aug., —Saigon 2nd Aug., Rice.—B. & Co.

Peleus, Br. s.s., 7,441, W. T. Hannah, 3rd Aug., —Tacoma, U.S.A. via Ports 8th July, Gen. —B. & S.

Prometheus, Nor. s.s., 1,023, O. Kornelliasen, 9th July,—Saigon 4th July, Rice— Asgaard, Thoresen & Co.

Proteus, Nor. s.s., 1,024, C. Moller, 3rd Aug.,— Saigon 29th July, Rice.—Asgaard, Thoresen & Co.

Ragnor, Nor. s.s., 1,320, Nellsen, 9th July,— Swatow 8th July, Ballast.—Asgaard, Thoresen & Co.

Rajah, Ger. s.s., 1,276, R. Petersen, 3rd Aug., —Bangkok 26th July, Rice.—B. & S.

Reidar, Nor. s.s., 3,200, C. Stangebye, 12th July,—Moji 5th July, Coals.—M. B. K.

Signal, Ger. s.s., 903, G. Schlaikier, 7th Aug., —Hoihow 6th Aug., Gen.—J. & Co.

Solstad, Nor. s.s., 897, H. Melsom, 30th July, —Haiphong 28th July, Rice and Gen.—A. R. M.

Standard, Nor. s.s., 895, H. N. Bull, 17th July, —Singapore 10th July, Gen.—Wallem & Co.

Strathendrick, Br. s.s., 2,843, J. R. Stewart, 7th Aug.,—New York 28th May, via Durban 6th June, Case Oil and Gen.—D. & Co., Ld.

Tjilliwong, Dut. s.s., 3,060, N. van Wyth Jurriaane, 9th Aug.,—Yokohama 23rd July, and Amoy 8th Aug., Coal and Gen.—J. C. J. L.

Triumph, Ger. s.s., 769, J. C. Hansen, 9th Aug., —Haiphong 6th Aug., and Hoihow 8th, Rice and Gen.—J. & Co.

Sailing Vessels.

Farang, Br. schooner, 86, Oliver, 7th July,— Yap 31st May, Gen.—Mr. G. P. Lammert.

Juteopolis, Br. ship, 2,840, Stewart, 5th June,— San Francisco 5th April, Case Oil.—S. O. Co.

King George, Br. ship, 2,057, Tucker, 7th Aug.,—Canton 6th Aug., Ballast.—S. O. Co.

Steamers Expected.

Vessels	From	Agents	Due
Scharnhorst	Foochow	M. & Co	Aug. 12
Derfflinger	Singapore	M. & Co	Aug. 12
Tenyo Maru	Manila	T. K. K.	Aug. 12
Saxonia	Shanghai	H. A. L.	Aug. 12
Palma	Singapore	P. & O. Co	Aug. 14
Fooksang	Singapore	J., M. & Co	Aug. 14
Ambria	Singapore	H. A. L.	Aug. 14
Yunnan	Singapore	M. M.	Aug. 15
Vorwaerts	Singapore	S., W. & Co	Aug. 16
Australien	Singapore	M. M.	Aug. 17
Kumsang	Calcutta	J., M. & Co	Aug. 18
Korea	Japan	P. M. Co.	Aug. 20
Manila	Sydney	M. & Co.	Aug. 21
Emp. of Japan	Vancouver	C. P. R. Co	Aug. 27

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

Sorsogon	at	Kowloon Dock
Countfield	"	"
Cranley	"	"
H.M.S. Whiting	"	"
Laisang	"	"
Chau Po	"	"
Amara	"	"
Fausang	"	"
Juteopolis	"	"
H.M.S. Sandpiper	"	"
Kutsang	"	"
Vandalia	"	Cosmopolitan
Pocahontas	"	"
Aphrodite	"	Aberdeen

CHINA COAST METEOROLOGICAL REGISTER.

August 10th, 1908, a.m.

		Bar.	Th.	Hu.	Wind		Wr
Vladivostock	7 a.m.	29.99	—	94	—	0	c
Nemuro	6 a.m.	30.08	—	—	—	0	—
Hakodate	"	30.05	—	—	W	6	—
Tokio	"	30.06	—	—	SE	4	—
Kochi	"	29.84	—	—	E	2	—
Nagasaki	"	29.72	—	—	SW	2	—
Kagoshima	"	29.68	—	—	E	2	—
Oshima	"	29.69	—	—	—	0	—
Naha	"	29.69	—	—	—	0	—
Ishigakijima	"	29.66	—	—	NE	2	—
Bonin Is.	"	29.93	—	—	S	2	—
Chefoo	6 a.m	29.69	83	75	NE	1	b
Weihaiwei	9 a.m.	—	—	—	—	—	—
Hankow	6 a.m.	—	—	—	—	—	—
Kinkiang	"	—	—	—	—	—	—
Shanghai	9 a.m	29.67	83	67	NNW	1	c
Gutzlaff	"	29.65	85	72	NNW	1	cv
Sharp Peak	"	29.66	85	01	E	2	b
Amoy	6 a.m.	29.59	84	83	SE	1	o
Swatow	"	—	—	—	—	—	—
Taihoku	a.m.	29.66	—	—	—	0	—
Taichu	"	29.66	—	—	—	0	—
Tainan	"	29.66	—	—	SE	2	—
Koshun	"	29.67	—	—	W	2	—
Pescadores	"	29.63	—	—	SW	6	—
Canton	9 a.m.	29.68	88	69	W	1	b
Hongkong	10 a.m.	29.68	87	76	W	1	c
Victoria Peak	"	—	—	—	—	—	—
Gap Rock	"	—	—	—	—	—	—
Macao	"	—	—	—	—	—	—
Holhow	9 a.m.	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Paullen	8 a.m.	—	—	—	—	—	—
Tourane	"	—	—	—	—	—	—
C. St. James	"	—	—	—	—	—	—
Aparri	6 a.m.	29.71	75	—	SW	1	b
Manila	10 a.m.	—	—	—	—	—	—
Legaspi	6 a.m.	29.77	77	—	W	1	b
Bacolod	9 a.m.	—	—	—	SSW	1	o
Iloilo	"	29.87	85	—	—	0	c
Cebu	"	29.84	86	—	S	2	c
Labuan	"	—	—	—	—	—	—

August 12th, 1908, a.m.

Vladivostock	7 a.m.	29.98	66	84	—	0	c
Nemuro	6 a.m.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishigakijima	"	—	—	—	—	—	—
Bonin Is.	"	—	—	—	—	—	—
Chefoo	6 a.m	—	—	—	—	—	—
Weihaiwei	9 a.m.	29.73	7	—	SE	1	o
Hankow	8 a.m.	29.77	84	—	NE	1	c
Kinkiang	"	29.73	79	62	NE	1	b
Shanghai	9 a.m.	29.73	82	75	ESE	1	cm
Gutzlaff	"	29.72	84	79	SSE	2	cv
Sharp Peak	"	29.72	85	91	E	2	c
Amoy	6 a.m.	29.67	85	85	—	0	b
Swatow	"	—	—	—	—	—	—
Taihoku	5 a.m.	29.71	—	—	SW	2	—
Taichu	"	29.72	—	—	—	0	—
Tainan	"	29.70	—	—	SE	2	—
Koshun	"	29.71	—	—	—	0	—
Pescadores	"	29.70	—	—	E	2	—
Canton	9 a.m.	—	—	—	—	—	—
Hongkong	10 a.m.	29.71	87	76	W	2	c
Victoria Peak	"	—	—	—	—	—	—
Gap Rock	"	29.67	—	—	WSW	3	—
Macao	"	29.73	88	—	SSW	2	c
Holhow	9 a.m.	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phullen	8 a.m.	—	—	—	—	—	—
Tourane	"	—	—	—	—	—	—
C. St. James	"	—	—	—	—	—	—
Aparri	6 a.m.	—	—	—	—	—	—
Manila	10 a.m.	29.80	79	84	W	2	b
Legaspi	6 a.m.	—	—	—	—	—	—
Bacolod	9 a.m.	—	—	—	SW	1	o
Iloilo	"	29.87	84	—	SSW	1	c
Cebu	"	29.84	85	—	S	2	c
Labuan	"	29.84	84	—	—	—	—

P & O Office.

A mail for Long Island (Chaung Chau) will be despatched per steam-launch *Hoi Yuen* daily at 2.45 p.m.

A Mail will close for :—

Swatow and Deli—Per *Signal*, 12th Aug., 9 A.M.

Macao—Per *Sui Tai*, 12th Aug., 1.15 P.M.

Europe, &c., India, *via* Tuticorin—Per *Scharnhorst*, 13th Aug., 11 A.M.

Shanghai—Per *Yatshing*, 13th Aug., 10 A.M.

Quong-chow-wan, Holhow, Pakhoi and Haiphong—Per *Hanoi*, 13th Aug., 10 A.M.

Bangkok—Per *Rajah*, 13th Aug., 1 P.M.

Macao—Per *Sui Tai*, 13th Aug., 1.15 P.M.

Ching-wan-tao — Per *Kwang Ping*, 13th Aug., 2 P.M.

Manila, Yap, Fr. Wilhelmshafen, Simpsonhafen, Herbertshohe, Matupi, Brisbane, Sydney, Melbourne, Adelaide, Perth, Fremantle, Hobart, Launceston, New Zealand and Fremantle—Per *Prinz Sigismund*, 13th Aug., 4 P.M.

Singapore, Penang and Calcutta — Per *Kutsang*, 14th Aug., 1 P.M.

Swatow, Amoy and Foochow—Per *Haichang*, 14th Aug., 1 P.M.

Chefoo and Tientsin—Per *Hutchow*, 14th Aug., P.M.

Macao—Per *Sui Tai*, 14th Aug., 1.15 P.M.

Manila—Per *Loongsang*, 14th Aug., 3 P.M.

Manila—Per *Rubi*, 15th Aug., 11 A.M.

Shanghai — Per *Wingsang*, 15th Aug. 11 A.M.

Macao—Per *Sui Tai*, 15th Aug., 1.15 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per *Empress of India*, 15th Aug., 3 P.M.

Batavia, Cheribon, Samarang, Sourabaya and Macassar—Per *Tjilliwong*, 15th Aug., 4 P.M.

Shanghai, Yokohama, Kobe and Moji—Per *Fookzang*, 17th Aug., 11 A.M.

Europe, &c., India, *via* Tuticorin—Per *Armand Behic*, 18th Aug., 11 A.M.

Keelung, Moji, Kobe, Yokkaichi, Shimidzu, Yokohama, Victoria and Seattle—Per *Aki Maru*, 18th Aug., 3 P.M.

Manila—Per *Taming*, 18th Aug., 3 P.M.

Ningpo and Shanghai—Per *Shansi*, 18th Aug., 3 P.M.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide, Perth, Fremantle, Hobart, Launceston and New Zealand—Per *Eastern*, 20th Aug., 11 A.M.

Manila—Per *Yuensang*, 21st Aug., 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Korea*, 28th Aug., 5 P.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Changsha*, 2nd Sept., 3 P.M.

VISITORS AT THE HOTELS.

PEAK.

Aagaard, Mrs. B.
Allen, Mr.
Anderson, Miss
Aubrey, Dr
Aucott, E. F.
Austin, Mr.
Beattie, Mr. & Mrs A
Briscombe, Miss
Britton, Miss
Buist, Mr.
Burton, Major
Carruthers, E. S.
Chamier, C.M.G., Lt.-Col.
Chamier, Mrs. & children
Clarke, F. S.
Coke, Lt. & Mrs. B. E.
Daniel, Fred. W.
Daniel, Water J.
Darling, Col.
Davidson, Mr
Davies, Hon W. Rees
Dewstoe, Mr. and Mrs. E.
Edwards, Rev. & Mrs.
Eich, Mr. and Mrs.
Ellis, Mrs.
Eonies, Rev. and Mrs. Dallas
Evans, Miss
Finch, Capt. and Mrs.
Galbraithe, Mr.
Ganseden, G. G.
Geoke, A
Glover, Lt.-Col. and Mrs.
Gompertz, H. H.
Hall, J.
Hassan, Mr. and Mrs.
Hell, P.
Hett, Mr. and Mrs. P.
Hewitt, A. H.
Hickman, Mr.
Hill, E. E.
Hodgson, O. M.
Humphreys, W. M.
Hutchison, Capt. and Mrs.
Hockaday, W. T.
Irving, Edward
Jones, R.A.M.C., Major T. P.
Joseph, Mr. and Mrs E. S.
Krauss, E. L.
Kydel, Mr.
Lanning, Albert E.
Lauder, Major
Lawford, L. H.
Logan, Major and Mrs
Macdonald, Dr. and Mrs.
Martin, R.
Meyer, Miss
Mitchell, R.
Mollermann, Mrs
Monk, S. D.
Morel, Madame
Nalin, Mr. and Mrs.
Piggott, Sir Francis
Rawen, Mr. and Mrs.
Raymond, Mr.
Raymond, Mr. & Mrs.
Reid, Lieut.-Col.
Rissland Mr. and Mrs. H.
Sabin, Miss
Silas, Mr.
Sinclair, A.
Smith, A. Findlay
Stopani, Mr.
Tiedmann, Consul
Watkins, Mr.
Wharliest, M. R.
Wilford, F. C.
Williamson, Mrs. and children
Wood, David
Workbrook, Mr.

CRAIGIEBURN.

Adams, M. and Mrs. F. R. J.
Anderson, Mr.
Caldwell, G. E.
Clayson, Mr.
Clayson, Mrs.
Clothier, Mr. and Mrs. H. W.
Fletcher, H. L.
Gaster, Mr. E. R. A.
Gibson, Capt. and Mrs.
Johnston, Mrs.
Jones, Dr. and Mrs. E.
Nikkels, R. N. W.
Paul, Mrs.
Pye, Mr. & Mrs. Burns
Ram, E. A.
Saunders, Mr.
Smith, Mr. and Mrs. Grant
Smith, E. Grant
Stewart, Capt.

KOWLOON.

Allen, C. S.
Black, H.
Bode, Capt.
Brammert, E. H.
Daughty, Mr. and Mrs.
Gardner, J. H.
Gray, S.
Hope, Mr. and Mrs. J. and 2 children
Samson, Baron
Stapleton, Mr. & Mrs.
Stevens, Mr.
Stone, P. E. F.

HONGKONG.

Adams, P. R.
Alff, L.
Barnes, C. F.
Battiscombe, H. G.
Bats, L. C. F.
Benson, R.
Black, Dr. G. D. R.
Blumenthal, B.
Blunn, A. B.
Brayfield, T.
Bumann, Mr. and Mrs. J.
Bunner, W. C.
Bussierre, S. C. de
Campenon, Mr.
Carter, A.
Colvin, H. E.
Condon, H. L.
Copp, Mrs. W. H.
Copp, Capt. W. H.
Copp, Miss
Courtney, Mrs. M. and child
Day, E. W.
Dusen, J. Van
Esrom, F.
Fitzwilliams, G. H. L.
Fuller, S. J.
Hall, J. E.
Hall, Capt. T.
Hayes, C. V.
Helm, Mr. and Mrs. F. B.
Hunt, Dr. J. W.
Husted, Mrs. M. S.
Innes, Capt. R.
Inouye, K.
Kerr, W. H.
Kingcombe, H. A.
König, C.
Kuttner, L.
Lisville, L.
Massey, Miss E. A.
McIntosh, G. C.
McKean, Dr. G. W.
Miller, H. G.
Minamura, S.
Mody, Mr. and Mrs. J. H. N.
McCandliss, H. M.
Mody, Master F. H.
Mody, Master J. H.
Moore, Dr. and Mrs. W. B. A.
Nagel, Mr.
Nesbitt, P.
Niedhardt, E.
Nixon, F. R.
Osborne, Mr. and Mrs. C. C.
Packer B. L.
Pearse, Dr. W. W.
Peake, A. W. J.
Perkins, T. L.
Perindorge, Dr. & Mrs. G. de
Pierce, W. H.
Ray, E. H.
Rich, L.
Roland, L. A.
Shields, C. E.
Skinner, H. W.
Spittles, J.
Stebbing, W. T.
Stevens, Rev. A. J.
Sutton, Mr. and Mrs. F. B.
Thomas, H. P.
Tonney, L. E.
Wallach, C.
Wiseman, Capt.
Woods, J. D.

CONNAUGHT.

Almeda, Miss & Master
Bazin, Mr. and Mrs. M. D.
Berry, Mr and Mrs. F. J. and 2 children
Buell, F. A.
Cleveland, B.
Darling, F. W.
Delorze, Miss G.
Eyre, Mr. and Mrs. H.
Gibson, J.
Gonkel, A. V.
Hill, H.
Hoover, A. A.
Hough, Dr.
Jenks, G.
Jorge, Mrs and Master F. J. V.
Kelly, W. H.
Londbery, F. H.
McAllister, Mrs. S.
McCandliss, H. M.
Murphy, J.
Rigge, H. E.
Silva-Netto, Mr. and Mrs. A. F. and child
Silva, Mr. & Mrs. F. F.
Simpson, J. M.
Sousa, Dr. E. L.
Stewart, G. R.
Stiloph, A.
Taylor, Wm.
Vieto, B. E.
Voller, A.
Yoshida, K.

	Aug. 10 at 10 a.m.	Aug. 10 at 4 p.m.
Barometer	29.68	29.61
Temperature	87	86
Humidity	76	79
Rainfall	—	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name.	Class.	Tons.	Guns.	I.H.P.	Captain.	Last reported at
Sincerity	despatch-vessel	700	4	3,000	Commander C. T. K. Fuller	Weihaiwei
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain F. E. C. Ryan	en route Singapore
Bedford	cruiser, 1st class	9,800	14	22,000	Captain S. E. Erskine	Weihaiwei
Bramble	river gunboat	710	6	900	Lt.-Comdr. Hon. R. O. B. Bridgeman	Hongkong
Britomart	river gunboat	710	6	900	Lieut.-Commander F. B. Noble	Shanghai
Cadmus	sloop	1,070	6	1,400	Commander B. L. Majendie	Weihaiwei
Cherub	water tank and tug	390	—	300	Master S. West	Hongkong
Ollo	sloop	1,070	6	1,400	Commander C. D. S. Raikes	Shanghai
Fame	torpedo boat destroyer	396	6	5,700	Lieut.-Commander A. L. Gresson	Weihaiwei
Flora	cruiser, 2nd class	4,360	10	7,000	Captain Roland Nugent	Weihaiwei
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander W. H. Darwall	Weihaiwei
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Dickens	Weihaiwei
Janus	torpedo boat destroyer	280	6	5,900	Lieut.-Commander C. A. Fremantle	Weihaiwei
Kent	cruiser, 1st class	9,800	14	22,000	Captain G. C. A. Marescaux	Weihaiwei
King Alfred *	cruiser, 1st class	14,100	18	30,000	Captain Clinton Baker	Weihaiwei
Kinsha	river gunboat	616	4	1,200	Lieut.-Commander S. H. Tennyson	Yangtse
Merlin	surveying ship	1,070	6	1,400	Commander F. H. Walter	Jesselton
Monmouth	cruiser, 1st class	9,800	14	22,000	Captain G. W. Smith	Weihaiwei
Moorhen	river gunboat	180	2	800	Lieut.-Commander C. C. Walcott	West River
Nightingale	river gunboat	85	2	240	Lieut.-Commander R. S. Roy	Yangtse
Otter	torpedo boat destroyer	350	6	6,300		Hongkong
Robin	river gunboat	85	2	240	Lieut.-Commander J. White	Hongkong
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. R. Tickell	Hongkong
Snipe	river gunboat	85	2	240	Lieut.-Commander Alan Dixon	Yangtse
Taku	torpedo boat destroyer	250	6	6,500	Bosn. W. Straib	Hongkong
Tamar	receiving ship	4,650	6	—	Commodore R. H. S. Stokes	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander H. R. Godfrey	Yangtse
Thistle	river gunboat	710	6	900	Lieut.-Commander H. T. Atlay	Hongkong
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Stevenson	Weihaiwei
Waterwitch	surveying ship	620	4	450	Lieut.-Commander H. P. Douglas	Port Swettenham
Whiting	torpedo boat destroyer	380	6	5,900	Lieut.-Commander J. Kiddle	Hongkong
Widgeon	river gunboat	195	2	800	Lieut.-Commander Jas. F. Knox	Yangtse
Woodcock	river gunboat	150	2	550	Lieut.-Comdr. H. R. V. Cottrell-Dormer	Yangtse
Woodlark	river gunboat	150	2	550	Lieut.-Commander G. R. Livingstone	Yangtse

* Flying Flag of Vice-Admiral the Honourable Sir Hedworth Lambton, K.C.B., Commander-in-Chief.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

Name.	Flag and Description.	Tons.	Guns.	H. P.	Commanding Officers.	Last reported at
Alger	2nd class cruiser	4,320	8†	5,100	Commander Fournier	Saigon
Argus	river gunboat	880	6

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT: RESERVE.	POSITION AS PER LAST REPORT: AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	125,000	$125	$125	£1,500,000 $13,500,000 $250,000	$2,000,387	Final of £2 on old and £1.10/- on new shares for ½-year ending 31.12.07	6 %	$767½ sales London £79
National Bank of China, Limited	100,925	£7	£6	£4,009 $150,000	$10,223	$2 (London 3/6) for 1903	...	$30
MARINE INSURANCES.								
Canton Insurance Office, Limited	4,000	$250	$50	$1,560,000 $219,058 $401,959	none	$20 for 1906	9 %	$220
North China Insurance Company, Limited	10,000	£15	£5	£125,000 Tls. 100,000 Tls. 48,942	Tls. 204,424	Interim of 7/6 ex 2/5½ for 1907	6 %	Tls. 77 buyers
Union Insurance Society of Canton, Limited	12,400	$250	$100	$3,000,000 £00,000 $302,478 £129,695 $727,6.9	$2 506,011	Final of $15 making $45 for 1906 and Interim of $30 for 1907	6 %	5760 sales
Yangtsze Insurance Association, Limited	12,000	$100	$60	$1,000,000 $199,032 $85,157	$591,763	$12 and bonus $3 for 1906	9½ %	$162½ buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$10	$1,000,000 $346,097 $13,802	$ 72,432	$6 and bonus $2 for 1906	8½ %	592½
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,825,941	$ 128,027	$27 for 1906	8½ %	5315 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	$7,000 $264,638	51,035	$1 for 1906	...	$15
Douglas Steamship Company, Limited	20,000	$50	$50	$96,988	Nil.	$4 for year ending 30.6.1907	10½ %	538
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$15	$210,000 $187,500 $81,766 $17,655	7 155	$1½ for first half year ending 30.6.08	8 %	$27½ ex div.
Indo-China Steam Navigation Co., Ld. (Preferred) Do. do. (Deferred)	60,000 60,000	£5	£5	£10,000 £4,000	£1 .755	6% for 1907 on Preference shares only @ ex 1/9 11/16=$3.15	5½ %	$40 $20
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 75,000	Tls. 14 510			
Do. (Preference)	100,000			172,000		Final of Tls. 1½ making Tls. 3½ for 1907	7½ %	Tls. 50 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£ 00,000	£63,817	Final of 1/6 (No. 10 making 3/ for 1907 and interim of 1/- (No. 11) for a/c 1908	7 %	Tls. 52½ sales 43 6
"Star" Ferry Company, Limited	10,000	$10	$10	$65,000 $47,221	$98	$1.00 $0.50 for year ending 30.4.1908	4 % 3½ %	$25 $15
	10,000	$10	$5					
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 140,000 Tls. 60,255 Tls. 100,000 Tls. 116,020 Tls. 17,142	6,869	Final of Tls. 7½ making Tls. 5 for 1907	12½ %	Tls. 45 buyers
REFINERIES.				$32,538				
China Sugar Refining Company, Limited	20,000	$100	$100	$56,848	Dr. $279 371			
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none	Dr. $135 131	8 for year ending 31.12.06	...	2130
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	19 173	1907	...	$22
MINING.						Tls. 1 (8 %) for year ending 31.8.06	...	Tls. 91½ sales
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1	£150,000	£11,556	Interim of 1/6 (No. 10) for account 1908	7½ %	Tls. 15½ buyers
Laub Australian Gold Mining Company, Limited	150,000	£1	18/10	£12,289				
	50,000	£1	£1	£4,873	14,358	Interim of 1/-=48 cents	...	7
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$15	$53,601	$3,726	$1.75 for year ending 31.12.06	...	613
Hongkong & Kowloon Wharf and Godown Co., Ld.	60,000	$50	$10	$50,000 $26,856 $40,000	12,556	Final of $1½ making $3½ for 1907	7½ %	$45 buyers
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$ 0	163,691				
Shanghai Dock and Engineering Co., Ld.	55,700	Tls. 100	Tls. 100	$150,000 Tls. 1,000,000	$141,442 Tls. 33 742	Final of $4 making $8 for 1907 Final of Tls. 2½ making in all Tls. 5 for year ending 30.4.08	7½ % 6 %	$105 Tls. 84½ sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 697,257 Tls. 75,000 Tls. 125,000	Tls. 22 626	Final of Tls. 9 making Tls. 17 for 1907	8½ %	Tls. 180 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,531	Tls. 6 for 1907	6 %	Tls. 71 sales
Astor House Hotel Company, Limited (Shanghai)	30,000	$25	$25	$30,000	$10,908	$2½ for year ending 30.6.07	11½ %	19 sales
Central Stores, Limited	50,123	$15	$15	$1,000	19,178	$1.80 for 1906	...	$11 sellers
Hongkong Hotel Company, Limited	12,000	$50	$50	$648,975 27,000	1252	Final of $3½ making $7½ for 1907	9½ %	80 buyers
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$250,000	$31,915	Interim of $3½ for account 1908	7½ %	$91
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	$217,426	4,621	70 cents for 1907	7 %	$10 sales
Kowloon Land and Building Company, Limited	6,000	$50	$30	$50,000 none	1653	$2½ for 1907	6½ %	$37
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,523,045	Tls. 107,547	Interim of Tls. 3 for account 1908	6½ %	Tls. 119 buyers
West Point Building Company, Limited	12,500	$50	$50	Tls. 170,000 none	11,541	Interim of $2 for account 1908	9 %	146
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 8,807	Tls. 2½ for year ended 31.10.1907	4 %	Tls. 64 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	$45,959 $60,000	$14,269	50 cents for year ending 31.7.07	4½ %	$11
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8 %)	...	Tls. 67½
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 6,303	Tls. 8 for 1906	...	Tls. 85
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 28,257	Tls. 59,063	Tls. 50 for 1906	...	Tls. 742½ sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,299	£638	1/1 per share for 1906	9 %	57½ sales
China-Borneo Company, Limited	60,000	$12	$12	$25,000	Nil.	$1.20 for 1907	11½ %	$10½
China Light and Power Company, Limited	50,000	$10	$10	none	$25,000	60 cents for year ended 28.2.06	...	16½
Do. Do. special shares	* 50,000	$1	$1					
China Provident Loan & Mortgage Company, Ld.	125,000	$10	$10	$120,000	$8,593	80 cents for 1907	8½ %	59½ buyers
Dairy Farm Company, Limited	25,000	$7½	$6	$60,000 $5,000	$2,974	$1.30 for year ending 31.7.07	6½ %	$20
Green Island Cement Company, Limited	400,000	$10	$10	$12,000	15 078	Final of 75 cents making in all $1½ for 1907	11½ %	$10½ sales
H. Price & Company, Limited	12,000	$10	$10	$5,000	$251	75 cents for 9 months ending 31.12.07	8 %	$ 2 buyers
Hall & Holtz, Limited	41,000	$20	$20	$186,000	89 7	$2 for year ending 28.2.08	10½ %	$19½ buyers
Hongkong Electric Company, Limited	60,000	$10	$10	none	$9,321	11 and bonus 20 cts. for year ending 29.1.08	7½ %	$16½
Hongkong Ice Company, Limited	5,000	$25	$25	$120,000	$4,578	Final of $15 making in all $19 for 1907	8 %	$235
Hongkong Rope Manufacturing Company, Ld.	62,000	$10	$10	none	28,191	Interim of $1 for account 1908	8 %	$25
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500	Tls. 17,127	Interim of Tls. 10 for 2nd quarter	6 %	Tls. 555 buyers
Peak Tramways Company, Limited	25,000	$10	$10	Tls. 27,603		80 cents on fully paid shares and 6 cents on $1 paid shares for year ending 30.4.08	6 % 4 %	$14 $2
Peak Tramways Company (new)	50,000	$10	$1	$5,000	$7,471			
Philippine Company, Limited	75,000	$10	$10	none	Nil.	None	...	$8
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,603	Final of Tls. 4 making Tls. 7½ for 1907	6½ %	Tls. 113 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 75,000	Tls. 8,493	Final of Tls. 9 making in all Tls. 14 for 1907	14 %	Tls. 99 sales
Shanghai Waterworks Company, Limited	16,350	£20	£20	Tls. 190,000	Tls. 58,332	Final of 37/6 making 52/6 for 1907	...	Tls. 400 sales
South China Morning Post, Limited	6,000	$25	$25	none	$93,23	None	...	$23 buyers
Steam Laundry Company, Limited	10,000	$ 5	$ 5	none	$478	40 cents for year ending 31.5.07	6½ %	$6
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295		60 cents for year ending 30.4.07	...	Tls. 97 sellers
Union Waterboat Company, Limited	50,000	$10	$10	Tls. 4,000	Tls. 201	50 cents for 1907	4½ %	$11
United Asbestos Oriental Agency, Limited	10,000	$10	$4	none	$111	80 cents on 9,000 ord. shares and $19.80 on 100 Founders shares for yr. end. 31.5.07	6½ %	$13
Watson, (A. S.) & Co., Limited	90,000	$10	$10	$35,000	$1,360	Final of 30 cents=3 % = making 60 cents for year ending 31.12.07	6 %	59½ buyers
William Powell, Limited	15,000	$10	$10	$100,000 $25,000	16,438	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	$5
				none	$41			

* These shares are entitled to half of the profits.

DIVIDENDS PAYABLE:—

Hongkong, Canton & Macao Steamboat Co	$1½	August 11th
Shanghai and Hongkew Wharf Co.	Tls. 4	" 18th
Hongkong & Shanghai Banking Corporation	£2	" 22nd
Hongkong and Whampoa Dock Company	$4	" 24th

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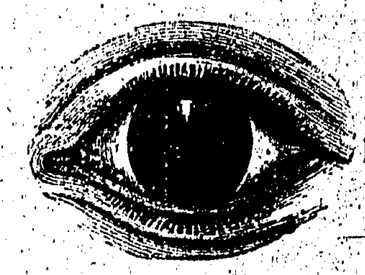

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HONGKONG AND SWATOW.

Hongkong, 10th October, 1907. [51

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Hongkong, 22nd April, 1908. 165

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